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Subject: CEN23LA012 Record of Correspondence

Contact: Bobby Warren, Principal Maintenance Inspector, Federal Aviation Administration, Wichita Flight Standards District Office

Bobby Warren reported that Charles Bartlett, airport manager of K81, stated that during the recovery of the airplane from the accident site, he saw at least 5 gallons of fuel that gushed out of the left wing.

Postaccident examination of the airplane revealed the right main wing tank was full, the left outboard wing tank had about 1-2 gallons of fuel, and the right outboard wing tank was empty. The fuel selector was in the left main fuel tank position. There was no fuel contamination from sump samples taken from the fuel system.

In preparation for an engine run, the airplane was placed and secured onto a trailer and a two-blade propeller was installed due damage of the original propeller from the accident. Engine control continuity from the cockpit controls to the engine fuel servo was confirmed. The right main wing fuel tank was filled with approximately 10 gallons of fuel. The master switch and the boost pump were selected to ON and no fuel system leaks were present. The boost pump was turned ON for approximately 20-30 seconds and the ignition key switch was used to engage the starter, which rotated the engine freely, but the engine did not start. The boost pump was turned ON again for about 30-45 seconds and then the engine was started using the ignition key switch. The engine ran smoothly. The engine was shutdown by selecting the fuel selector to OFF.

Phil Jorgenson, the previous airplane owner, stated that that sometimes when selecting different fuel tanks on the accident airplane, if the detent was not hit right on, it could be an issue.