

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: NTSB - Request for Dealer Contact Information - N602TG
Date: Thursday, January 5, 2023 12:23:05 PM
Attachments: [REDACTED]

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

The fuel pressure was never below 4.2 psi for the entire flight until after the hard landing occurred.

On Thu, Jan 5, 2023 at 11:08 AM Jordan Paskevich [REDACTED] > wrote:

What was the lowest fuel pressure indicated within the data? The minimum fuel pressure for the Rotax 912ULS engine is 2.2 PSI.

If fuel pressure went below 2.2 PSI, and no warning or caution indicator was displayed to the pilot, then the minimum fuel pressure limits within the instrument was not properly calibrated. Normal fuel pressure should be around 4-5 PSI, so if the pressure was close to the minimum (2.2), a caution should be displayed to the pilot.

Best Regards
Jordan Paskevich

Sent from my Galaxy

----- Original message -----

[REDACTED]
Date: 2023-01-05 9:56 a.m. (GMT-08:00)

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: NTSB - Request for Dealer Contact Information - N602TG

No fuel related alarms were present in the logs from the accident flight, with the exception of low fuel level alarms that began after the hard landing. The first high G event occurred at 23:28:03 and the left fuel level low alarm occurred at 23:28:26 at zero airspeed.

On Thu, Jan 5, 2023 at 6:45 AM Sauer Aaron [REDACTED] wrote:

Many thanks Mr. Bervid for your response and answers to my questions. I will provide you individual emails with the attachments that I attempted to previously provide so you'll have the information.

Don (Dynon) – For the accident flight, did the provided data show any fuel system related warnings/alarms/messages that were triggered or displayed?

Best,

Aaron

NTSB

From: Václav Bervid [REDACTED]

Subject: RE: NTSB - Request for Dealer Contact Information - N602TG

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Dear Mr. Aaron,

I received your e-mail with attachment properly and would like to thank you for your clarification!

I tried to answer, but unfortunately the system "Kiteworks" did not allow me to do it.

So, you will find my answers here below.

To your questions

1) The gasculator and transducer are forward/downstream of the electric fuel pump – correct?

Yes, it is correct

2) Between the electric fuel pump is the wing fuel tank, fuel lines, and fuel selector valve – correct?

Yes, it is correct