

From: [Robert Moppert](#)
To: [Laura Abraham](#)
Subject: Re: Questions Regarding N340XL
Date: Monday, May 20, 2024 9:16:14 PM
Attachments: [image001.png](#)

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I am doing well. Sorry I couldn't be more help. I was just thinking about the mag problem theory. After turning off left then back to both then turned off right mag, the engine quit but when I put it back to both mags on, it did not regain power. This makes me feel like the mags were not the problem.

Answers to questions:

1. Yes the light was in the fuel monitor. It did not come on because the tanks were almost full.
2. The monitor sometimes registered one tank lower than the other by up to a gallon but my fuel trim did not always work and sometimes I would fly one wing high. A few minutes after landing on a level airport, it usually registered the same, and when flying level. I check it before each flight and both tanks were always the same.
3. No fuel was added but I did check both tanks right after the first flight. I ate a sandwich and attempted to start the engine when I finished the sandwich. It ran fine and mags checked ok in a normal run-up.
4. no blue streaks behind fuel caps ever.

Bob Moppert

On Monday, May 20, 2024 at 11:53:28 AM CDT, Laura Abraham [REDACTED] > wrote:

Hello Mr. Moppert,

I hope you are doing well! I was going to call you and ask you these questions, but I thought I would send an email. I think it would be easier. Please answer the following questions:

1. Was your airplane equipped with a sump tank (low fuel) light? If it was equipped with the light, did you notice if the light came on?
2. Did you notice one fuel tank draining faster than the other either during the accident flight or previous flights?
3. When you made your first off-airport landing in the field, was new fuel added to the tanks?
4. Did you notice blue fuel streaks on the wings behind the fuel caps at any time?

Thank you,

Laura Abraham

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