



Mitchell Gallo
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Aviation Safety - Central Region

Date: November 29, 2023

Subject: CEN24LA033, Record of Examination

Contact: Jason Lucas, Federal Aviation Administration, East Michigan Flight Standards District Office

Jason Lucas stated that the pilot told him that the aircraft was on the property owned by his mother's boyfriend. When Jason Lucas initially responded to that accident, he was only able to drain residual fuel from the aircraft fuel system. Jason Lucas stated that a security seal was not placed over the fuel tank filler port(s), and the airplane was in the field and unmonitored until he returned to conduct an engine run and aircraft examination on November 29, 2023, with an airframe and powerplant mechanic from Larsen Aviation.

Examination of the fuel system, which included the airframe fuel filters and flow dividers, did not reveal any debris or contaminant. Approximately 27 gal of 100 low lead aviation fuel was drained from the airplane after the airplane was leveled using jacks. The fuel drained did not contain contaminant. Approximately 6 gal of fuel was added to the fuel system and both engines were started and ran without any anomalies that would have precluded normal engine operation. Testing of the fuel quantity sending unit, "The Liquidometer Corp." part number EA515B-1404M, serial number A98865-74, showed that it indicated full at varying levels and down to an empty level of actual fuel quantity.

Bench testing was conducted by the NTSB Investigator-in-Charge at G & N Aircraft, Inc., Griffith, Indiana, of the fuel boost pumps, fuel servos, and the fuel manifold valve assembly with attached lines and fuel discharge nozzles. The testing of these components revealed no anomalies that would have precluded normal operation.

