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Subject: Memorandum for the Record CEN24LA351
Fueling Summary of N1429T

Contact: Alexander Lemishko, NTSB IIC
Jeff Heitkamp, Operator Director of Safety

The operator provided the following information regarding the fueling summary of N1429T:

9/10/2024

N1429T was fueled 3 times on 9/10/2024, the day prior to the accident. The first fueling was estimated to be 8:00-8:30 AM, and 10 gallons were added to the aircraft. The flight departed and flew for 1.3 hours. At approximately 8.3 gallons per hour, this equates to about 10.79 gallons burned during the flight. The aircraft was fueled again between 10:00 – 10:30 AM, with 16 gallons and flew for 1.5 hours. This equates to about 12.45 gallons used during the flight. The aircraft flew again at 12:00 -2:00 PM but did not take refuel. It flew for 1.7 hours which equates to about 14.11 gallons used. The aircraft took fuel again between 5:00 – 5:30 PM, for 24.7 gallons and it flew for 2.6 hours. This equates to about 21.58 gallons burned during the flight.

9/11/2024

Trevor and Alec departed 06C and did not refuel prior to their trip. They had the remaining fuel on board from the last flight on the 10th. They estimated about 15 gallons of fuel in the left tank and 11 gallons of fuel in the right tank. The residual amount of fuel in the aircraft from the previous flight was approximately 3.12 gallons. The piper Cherokee 140 has a usable fuel load of 48 gallons (24 per side) with 18 gallons per side indicating the tabs on the tank. We estimated they had 26-29 gallons of usable fuel on board.

Their flight departed at 9:00 AM from 06C and arrived in JVL at 9:50 a.m. The flight departed JVL at 9:56 and arrived back in 06C at 10:46. Flight time plus ground time was 1 hour 46 minutes. This equated to about 14.5 gallons of fuel used during this flight. They then took off for one more pattern which added an additional 5-7 minutes of flight time. All total, they burned about 15 gallons or more out of the left tank. As the pilots admitted in their statements, the fuel tank selector valve was not turned to the right tank during their flight. The flight time exceeded the usable fuel in the left tank and the engine suffered fuel starvation. The engine stopped and an off-field landing was necessary.

Alexander Lemishko



NTSB Central Region