

Joshua Lindberg

From: [REDACTED]@gmail.com>
Sent: Thursday, November 6, 2025 5:50 PM
To: Joshua Lindberg
Subject: Re: NTSB Investigation - N7774A Lancaster TX

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I dont have any documentation in hand sir,

[REDACTED].

On Thu, Nov 6, 2025, 18:46 Joshua Lindberg [REDACTED] wrote:

Do you have any documentation showing that the main tanks hold 56 gallons. The airplane was certified with 39 total (19.5 per side) and 36 usable in the main tanks. I see there was a relatively recent STC for the 18 gallon aux tank but I don't see anything about extended range main tanks.

Josh Lindberg
NTSB

From: [REDACTED]@gmail.com>
Sent: Thursday, November 6, 2025 5:34:20 PM
To: Joshua Lindberg [REDACTED]>
Subject: Re: NTSB Investigation - N7774A Lancaster TX

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Hi Mr.Lindberg,

Please find the answers to your questions below,

- 1.No sir, I personally did not put fuel in the tank, it was done by another pilot , but i was physically present when the fuelling was being done.
2. So, while flying inbound to Manila municipal airport, we took a rest stop at an airport called Hotsprings (i don't know if it's in Texas or Arkansas) . They did a refueling after landing there.
3. I did a visual check as the part of my preflight before takeoff and the tanks were upto the brim.
4. I didn't confirm any fuel in the aux tank nor I sumped it.
5. It might be possible. The aux tank was never in use . The full fuel of 56 gallons were from the main tanks.

Please let me know if you have any other questions.

Regards

██████████.

On Thu, Nov 6, 2025, 12:57 Joshua Lindberg ██████████ wrote:

██████████,

After reviewing the evidence, I have some questions I'm hoping you can help me answer.

You stated that the airplane contained 56 gallons of fuel before takeoff. There was a fuel receipt provided to the FAA that showed 18.23 gallons were added on 9/12/25 at 1829 CDT, about 1.5 hours before takeoff. Your fuel burn rate of 6.5-7 gph seems pretty low for this airplane. I was assuming more like 8 gph. Using 8 gph for a 4.25 hour flight, that would be about 34 gallons which is about what the left and right tanks hold.

The FAA confirmed that both the right and aux tanks were completely empty at the accident site, and the left tank only had a few ounces of fuel remaining.

1. Did you fuel the airplane with 18 gallons or did someone else?
2. Why only 18 gallons? Was the enough to top off both main tanks?
3. How exactly did you confirm the amount of fuel in each tank before takeoff?
4. Did you confirm that the aux baggage tank contained any fuel? Did you sump this tank during your preflight inspection?
5. Is it possible that the aux tank was empty and you only full main tanks before takeoff?

Thanks,

Josh Lindberg

Senior Aviation Accident Investigator

National Transportation Safety Board