



MEMORANDUM FOR RECORD

NTSB Accident Number: ERA12LA252, Deland, Florida

On October 16, 2012, I contacted the owner of Kolb Aircraft Company, Mr. Bryan Melborn, about the airplane's fuel system. According to Mr. Melborn, the fuel pickups are ¼ inch above the bottom of the tanks, and the company considers 2" of fuel to be unusable, but at angles of bank exceeding 60-degrees. In addition, if the fuel was interrupted, it would take 3 to 4 minutes to be used at cruise, and there would also have been fuel in the carburetor bowl. Mr. Melborn also noted that not all Jabiru engines have carburetor heat. I then sent Mr. Melborn a confirmation email of our discussion, along with photographs of the fuel found in the tanks.

Two weeks later I was able to contact Mr. Melborn again by telephone and he confirmed that our discussion was correct, and that with the fuel he saw in the photographs of the tanks, there was no way that there would have been fuel starvation.

After contacting Mr. Melborn again, I contacted the FAA inspector, who indicated that at the time of his examination, there was no other evidence than low fuel in the tanks. I also contacted the pilot who stated that he did not use carburetor heat because there was none on that airplane.

Paul R. Cox
Senior Air Safety Investigator