

Stein Stephen

From: Malcolm Folsom [REDACTED] >
Sent: Monday, June 24, 2013 2:37 PM
To: Stein Stephen
Subject: Re: N5168E NTSB Investigation

Stephen,

Yes to both questions. We did this while the FAA was here.

Max

From: Stein Stephen [REDACTED]
To: Malcolm Folsom [REDACTED]
Sent: Thursday, June 20, 2013 11:10 AM
Subject: RE: N5168E NTSB Investigation

Max,

Another couple of questions for you:

- 1) Did you look in the tanks and verify there was no crud around the screens?
- 2) Were you able to confirm unobstructed flow from the beginning of the fuel line to the fuel selector valve?

Thanks,

Stephen

From: Malcolm Folsom [REDACTED]
Sent: Wednesday, May 22, 2013 10:13 AM
To: Stein Stephen
Subject: Re: N5168E NTSB Investigation

Stephen,

We had both wing tank vents out and found no obstructions. And if you're talking about the vapor return valve on top of the tank, it seemed to be working properly. The plane has flown 5 hours in the last month with no fuel flow problems.

Sincerely yours,

Max

From: Stein Stephen [REDACTED]
To: [REDACTED]
Sent: Tuesday, May 21, 2013 2:06 PM
Subject: N5168E NTSB Investigation

Max,

Thank you for your continued cooperation in our investigation. I have a few more questions concerning the fuel vents.

- Can you confirm if you and FAA Inspector Ed Angelo found any obstructions in the fuel vent lines during your teardown?
- Can you let me know what fuel system swing check valve model is installed on the aircraft? If so, was it operating normally?

Thanks,

Stephen Stein

Investigative Assistant
National Transportation Safety Board
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