



MEMORANDUM OF RECORD

Subject: Excerpts from the FAA 8020-23 Report

The following information was taken from the FAA's 8020-23 Report:

- Left wing tip fuel tank was separated and was located about 20 feet from the airplane
- Local authorities reported an odor consistent with aviation gasoline upon their arrival but upon arrival of the inspector no fuel was present.
- The landing gear was not extended
- Both engine propellers were feathered and one of the left engine propeller blade was bent forward "slightly."
- Crankshaft continuity was confirmed by rotating the propeller; however, due to fallen trees and the underbrush thumb compression was not able to be confirmed on either engine
- Removed fuel lines from the electric fuel boost pumps and fuel was present
- Fuel lines were disconnected from both engine driven fuel pumps and fuel was present
- The fuel lines to both engine flow dividers were removed the left engine flow divider contained fuel and the right flow divider was dry
- Continuity was confirmed from both engine throttle control to the associated fuel servo
- Continuity was confirmed from the both engines mixture control to the fuel servos
- Continuity was confirmed with the left and right fuel shut-off valves
- Magnetos and associated wiring were found intact and all magneto switches were in the "ON" position
- Left engine oil level was just below 12 quarts
- Right engine oil level was about 3 quarts
- The pilot reported losing engine power shortly after switching from the inboard tanks to the outboard (main) tanks starting with the right engine then the left