

Stein Stephen

From: [REDACTED]
Sent: Tuesday, May 05, 2015 8:00 AM
To: Stein Stephen
Subject: RE: ERA14LA378 - Christen Eagle Accident

Hi Stephen, When I arrived at the accident site one thing that stuck to my mind was that I could not smell any fuel even when I was right next to the aircraft, the first time that I smelled fuel was when the aircraft was removed and was being placed on the platform truck and fuel was spilling on the roadway. Dennis

From: Stein Stephen [REDACTED]
Sent: Tuesday, May 05, 2015 7:10 AM
To: Tremblay, Dennis P (FAA)
Subject: RE: ERA14LA378 - Christen Eagle Accident

Last question for you. Did anyone smell or see any fuel at the accident site before the recovery crew lifted the wreckage?

From: [REDACTED]
Sent: Monday, April 27, 2015 8:06 AM
To: Stein Stephen
Subject: RE: ERA14LA378 - Christen Eagle Accident

Hi Stephen: When I looked into the upper wing tank there was approximately $\frac{3}{4}$ or less of fuel in the tank. Dennis

From: Stein Stephen [REDACTED]
Sent: Friday, April 24, 2015 10:12 AM
To: Tremblay, Dennis P (FAA)
Subject: RE: ERA14LA378 - Christen Eagle Accident

Hi Dennis,

Now that all the fuel system testing has been completed, I am able to write the factual report and I have a question related to your e-mail below.

In your e-mail you stated that you initially checked the top tank and there was about an inch of space before your finger reached the fuel. When you rechecked the upper wing tank after the aircraft had been lifted onto the flatbed, did you notice any difference in the fuel level? If so, was it significant?

We tested the entire fuel system and no anomalies were noted, so now I'm wondering if it was fuel starvation and trying to establish which tank the spilled fuel came from.

Thanks,

Stephen

Stephen Stein
Air Safety Investigator
National Transportation Safety Board

From: [REDACTED]
Sent: Wednesday, August 20, 2014 10:11 AM
To: Stein Stephen
Subject: RE: ERA14LA378 - Christen Eagle Accident

Good Morning Steve: At the scene before the aircraft was moved I was only able to open the 10 gal tank on top of the wing, the aircraft was tilted forward and when I removed the fuel cap I was able to place my finger inside the opening to about an inch before touching fuel, when the aircraft was lifted and set on a truck flatbed fuel was running out from under the forward section (in front of the cockpit) onto the roadway, after 10 to 15 minutes of working under the aircraft the fire personnel plugged a line to stop the flow of fuel. When the area was safe I then checked the main fuel tank(24 gals) with a flashlight and found that the tank was empty, I then rechecked the 10 gal upper wing tank and that tank was almost full, the aircraft was setting flat on the flatbed truck and I was not able to see under the aircraft in reference to the line that was plugged by the fire department ,I did not notice the 14 gal "feed" tank in the forward cockpit till the next day and found that tank to be empty. Dave Pepple's email [REDACTED]

Regards,
Dennis

From: Stein Stephen [REDACTED]
Sent: Wednesday, August 20, 2014 9:12 AM
To: Tremblay, Dennis P (FAA)
Subject: ERA14LA378 - Christen Eagle Accident

Hi Dennis,

I am in the process of drafting my preliminary report and wanted to verify the state of the fuel tanks when you arrived on scene. How much fuel was in the main tank versus fuselage tank versus independent seat tank?

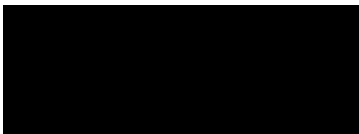
Also may I have Dave Pepple's e-mail address; I don't seem to have it.

Thanks,

Stephen

From: Stein Stephen
Sent: Monday, August 11, 2014 3:20 PM
To: [REDACTED]
Subject: ERA14LA378 - Christen Eagle Accident

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation
[REDACTED]



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Stein Stephen

From: [REDACTED]
Sent: Friday, April 24, 2015 1:38 PM
To: Stein Stephen
Subject: RE: N34BJ notes

As I recall, the way the fuel system was set up, the upper tank had its own vent, which was located toward the front of the upper tank and ran down the cabane strut and through the boot cowl, then exited, as I recall, just behind the firewall. When they winched the airplane up onto the ramp truck, it was setting very nose low, which exposed the tank vent to fuel. This was the line that the tow truck drivers plugged to stop the leak. All they did was to fold the aluminum tube over, so it likely continued to have a slow leak overnight, as the aircraft was in a nose low attitude even after it was unloaded from the truck.

We were unable to find any issues with the fuel system, other than the fact that the removable seat tank was plumbed through the main system (fuel selector options were off, main, or removable tank) and the permanently installed wing tank had its own selector that drained into the main.

I hope this helps. If you need more information, please call at [REDACTED] or e-mail [REDACTED]

Thanks

Dave

From: Stein Stephen [REDACTED]
Sent: Friday, April 24, 2015 12:33 PM
To: Pepple, David (FAA)
Subject: RE: N34BJ notes

Hi Dave,

We have just finished testing the rest of the fuel system and I am now writing the report. I have a question about your notes.

In Dennis' report, he stated that fuel leaked for about 10-15 minutes. While I completely doubt that the pilot's remaining "10 gallons" of fuel could have drained out of the main tank in 15 minutes through the fuel vent, I'd like to make sure it was in fact the upper tank and not the main tank. Your report concludes that the leak was from the upper tank, which I don't doubt, but can you tell me why you believe the fuel drained from the upper tank as opposed to the main tank?

Your help is appreciated!

Stephen

From: [REDACTED]
Sent: Monday, September 08, 2014 3:10 PM
To: Stein Stephen
Cc: [REDACTED]
Subject: N34BJ notes

Attached are the notes from my examination of Eagle N34BJ. Please contact me for any additional information I may be able to retrieve.

Thanks

Dave pepple

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