



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

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As part of the investigation, the FAA Aircraft database was searched for owners of similar make and model aircraft registered in Florida. Of that search, N [REDACTED] and N [REDACTED] were selected to contact for operational information.

The owner of N [REDACTED] Adam Barney was contacted by phone on February 10, 2022. He was called at [REDACTED]. He provided an e-mail address of [REDACTED]. He indicated that he had owned the airplane for 5 years and is not an airframe or powerplant mechanic, but the airframe and powerplant mechanic who maintains his airplane is a best friend of his. As part of the conversation he was asked the following:

As part of the annual inspection do you have your fuel system calibrated?
No. He changed his avionics to Garmin, and does not have the original installed fuel gauge. He did indicate for flight planning that he uses 32 gallons-per-hour when flying 2,500 rpm and 25 inches of Manifold Pressure.

The owner of N [REDACTED] Art Kamm was contacted by phone on February 10, 2022. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

He indicated that he flights plans using 32 gallons-per-hour, and he never lets the fuel level go below 30 gallons.

He was asked the following:

As part of the annual inspection does your mechanic calibrate the fuel quantity indicating system?
Since he operates the airplane under Part 91, it is not required and it is not done every year. Every 3 years there is a spar inspection that is required and that requires removal of the fuel tank.

He relayed that his mechanic knows a person who told the accident pilot to get fuel before takeoff.

As a pilot can you gauge the fuel quantity if there is fuel only in the center fuel tank?

No, the fuel filler cap is on the right wing.

What is the process for assuring full fuel tanks?

When I fuel I fill to see the level of fuel at the fuel filler cap. I then wait 5 minutes, and usually the fuel level decreases. He then again fills the tank, and waits a minute or 2.