



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

June 9, 2022

Subject: NTSB investigation ERA22LA200, N151CM, Titan T51, April 24, 2022, Perry, Florida.
Information provided by pilot Henry Mut

On June 9, 2022, Mr. Mut provided the following information via telephone:

Mr. Mut reported that his preflight inspection should have been more thorough, he did not visually inspect the fuel quantity in the fuel tanks during the inspection. He believed that the airplane ran completely out of fuel during the accident flight.

On April 8, 2022 Mr. Mut fueled the airplane himself and was confident that both main fuel tanks were fully topped off. His normal procedure was to fill one tank, then fill the other, then reinspect the level in each tank and further top off the level if necessary. This was the procedure he used on April 8. On April 9, the engine was ground run for less than 10 minutes. The airplane was parked at Lakeland Linder International airport (LAL) and the engine was not run from April 9 until the day of the accident (April 24).

On the day of the accident, he sumped the fuel drains, noticed some water and continued to sump until no water was present. He said there were no drips or fuel staining or other indications of any fuel leaks.

He described the fuel system as gravity fed, with each the outer wing tank feeding an inner wing tank via 1.5 inch lines. The inner wing tanks both feed a header tank. The fuel selector has only two positions, on and off.

Mr. Mut had recently cleaned the fuel filter, which had a small amount of residue in it, and the gascolator, which had contained a trace amount of small particles. He surmised that neither the filter nor the gascolator were obstructed on the day of the accident. He said that in the past, the need to clean the filter and gascolator was indicated by an increase in fuel pressure, which did not occur on the day of the accident.

Mr. Mut advised that the airplane was equipped with fuel quantity gauges, however, the gauges are located in the footwell for the rear seat, near but below his hips when seated in the front seat, and they are difficult to see from the front seat position. He added that the fuel quantity gauges were of limited use. Due to the wing dihedral, the gauges would indicate "full" until about 8-12 gallons had been used, and then read empty after using another 3-4 gallons. He had instead used the fuel computer/totalizer indications to reference fuel quantity. He had previously calibrated the totalizer by comparing its indications with fueling records several times and found it to be

accurate. During the accident flight, the fuel computer indicated 18 gallons on board at the time the engine stopped. [However, the fuel computer measures the fuel used, and computes the fuel remaining based on the total quantity programmed into the unit when initialized. For example, the pilot must enter the starting fuel quantity into the computer when the airplane is fueled]. Mr. Mut did not believe that the airplane experienced an abnormally high fuel burn rate during the flight.

When asked why he believed the airplane ran out of fuel, Mr. Mut stated that the engine behaved as if it ran out of fuel, and there was no odor of fuel at the accident site.

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