



Memorandum For Record

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NTSB Accident Number: ERA22LA420

As part of the investigation, a Facetime call was made on November 3, 2022, at 1312 EDT with Hunter Raiford, Jr., an employee of Florida Air Recovery and Storage, Jacksonville, Florida. The phone number for the call was [REDACTED]

As first viewed, the airplane was upright. Inspection of the fuel service tank, located “under the cockpit deck” was performed. Although there was impact damage in the area of the service tank, the service tank was not breached and there were no evidence of blue stain in that area. The service tank drain valve was opened and no fuel exited the tank; the valve was free of obstructions.

The Facetime call ended at 1312 EDT.

6.2.5. Fuel system

The fuel system (Fig.6.1) is intended to place fuel and to feed fuel to the engine at all power conditions and airplane evolutions.

Petrol E-91/115 GOST 102-72 with octane number not lower 91 is used as fuel for engine.

There are two fuel tanks in portside and starboard wing panels. The left tank is basic and the right tank is additional; the right tank is joined up only in ferry variant.

Total fuel capacity of each basic and additional fuel tank is 92^{+3}_{-2} l, filling capacity of each tank is 90.5^{+3}_{-2} l.

Filling capacity of fuel system at parking in ferry variant is 186^{+6}_{-4} l, 5 l of this capacity is in the service tank and pipelines.

Trapped unusable fuel from basic, additional and service tanks is not more than 2.5 l.

Remaining fuel is not more than 2 l.

Fuel by gravity comes from the left tank (and joined up right tank) to the service tank. The service tank with capacity 5.5 l is installed under the cockpit deck and is purposed to maintain the continuity of service of engine at various airplane evolutions and at negative overloads. The fuel reserve in service tank provides continuous running of engine for 2.5 min at design condition in inverted flight.

From the service tank through the check valve, open shut-off cock and gravitation filter the fuel is pumped out by the engine fuel pump and at a pressure of 0.15-0.5 kgf/sq.cm through the air separating tank and the fine filter is fed to the carburettor. Simultaneously the fuel comes to the oil dilution cock and to the fuel pressure head of three-pointer electric indicator ЭММ-3K at a pressure of 0.15-0.5kgf/sq.cm.

The oil dilution system with petrol by means of electromagnetic valve is provided on the airplane. The push button switch IGNITION-OFF-OIL DILUTION (ЗАЖИГ-ОТКЛ-ПАЖЕ.МАСЛА) is located on the instrument board.

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Figure 1: Provided by Pilot. Description of Fuel System