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Subject: ERA23LA337

Contact: Robert Thomas – Pilot

The following is an excerpt from an email chain between the pilot and the NTSB IIC regarding the accident involving N898CP:

NTSB IIC Emailed Questions:

1. Could you just briefly explain any maintenance issues the airplane had, including the issues with the right main fuel gauge.
2. Did you manually check each fuel tank during your preflight?
3. While switching fuel tanks during the troubleshooting, was the electric boost pump utilized and how many tanks did you switch to during the troubleshooting?

Pilot's Response:

1. The only 2 issues we were going to work on in the future was the one tank gauge not sending good data to the G500. The other issue was the mechanic recommended I upgrade the G500 wiring because it was installed on the engine side of the firewall and the regular wires are not resistant enough to heat in his opinion. There was some additional work done, right before the crash, but I do not have access to the maintenance logs now. I had only flown it 9 hours since the buyer's inspection/annual inspection.

2. I always check every tank visually before each flight. Always have. I've read too many stories where the lineman says they filled up a plane only to find when the engine quits, that they didn't. My tanks were filled to the tabs that day, because it was just me flying and I didn't have any weight and balance issues to worry about with no passengers.
3. I always take off on the right main, so I'm certain that was the fuel tank in use when the engine went to idle. I turned to pump on to see if that would help, no change. I then left the pump on and switched, probably to the left main, but I'm not 100% certain. I do know it was the other wing, because I was thinking if there was an issue with the right wing line, perhaps a left tank would help.

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