



Joshua Young
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Date: 10/31/2024

Subject: ERA23LA365, Memorandum for Record - Electric Fuel Boost Pump
Location Revision

The builder of the aircraft contacted the IIC via electronic mail on October 30, 2024, and reported that he believed there was an error in the NTSB final report which stated, "Photographs from the FAA inspector of the electric fuel boost pump indicated it was not installed on the airplane according to the kit manufacturer's build plan." He included a photograph of the build plans used when the aircraft was manufactured and photographs of the installation of the fuel boost pump. Upon review of this documentation the IIC found that in the original memorandum dated 9/26/2023, below, an incorrect drawing from the manufacturer was used. The drawing used was for the correct airframe but was drawn in January of 2006, Van's Aircraft RV-8 drawing 82_8, and would not have been available to the builder during the construction of the airplane which was completed in 2005. Upon further review of the manufacturer's drawings, it was found that the builder installed the fuel boost pump correctly in accordance with the build instructions available at the time, Van's Aircraft RV-8 drawing 31_8.

Photo 1: View of the correct drawing 31_8

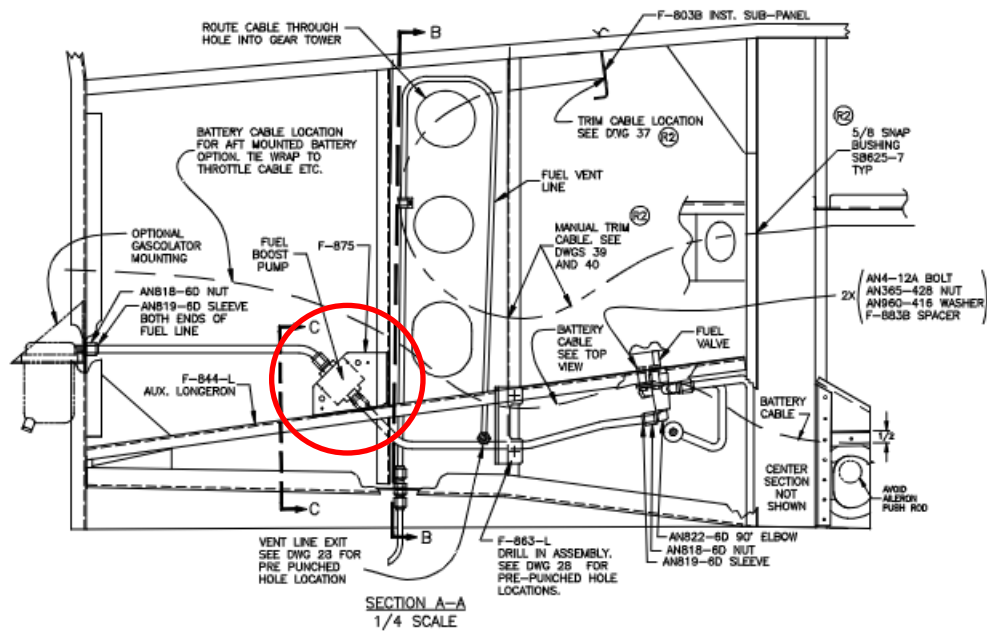


Photo 2: Close up view of the fuel pump in the correct drawing.



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Date: 9/26/2023

Subject: ERA23LA365, Electric Fuel Boost Pump Location

The electric fuel boost pump of the accident airplane was not attached to the airplane in accordance with the build plans of the Van's RV-8. Below is an excerpt from the build plans showing the boost pump mounted to the floor and a photograph, provided to the NTSB IIC by the Federal Aviation Administration Inspector who performed the wreckage examination, showing the boost pump mounted to the side of the fuselage interior.

