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Subject: N15PM Accident Flight Data Summary

The following charts were developed from N15PM CGR-30P engine monitor.

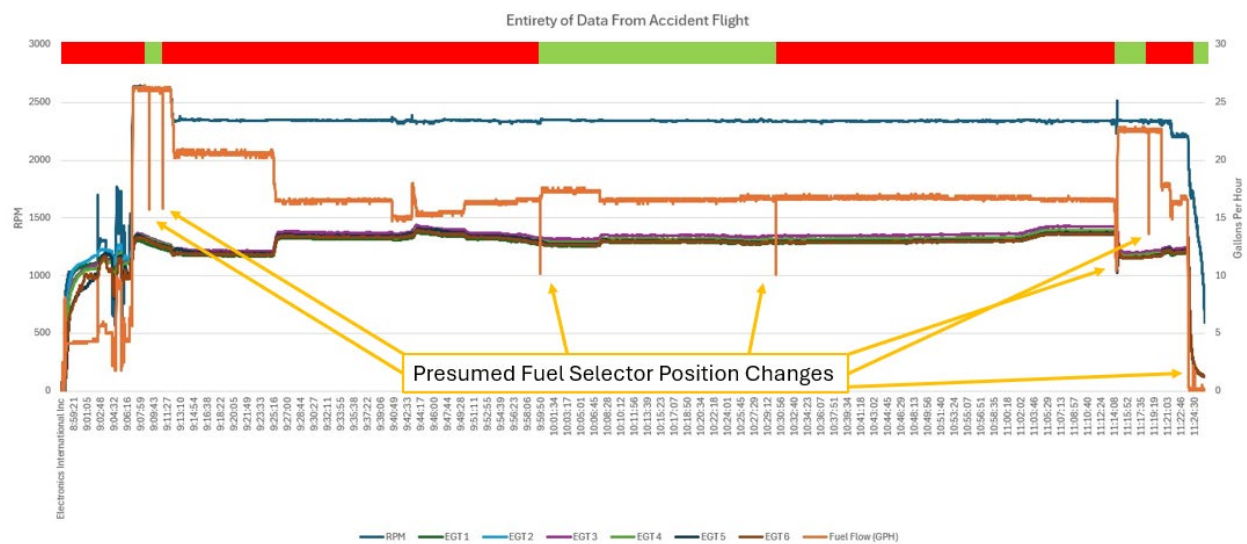


Figure 1: Graph of Accident Flight in its Entirety with Fuel Selector Changes. The bar at the top represents the left tank (red) and right tank (green)

Figure 1 shows the RPM, fuel flow, and EGT's for the duration of the accident flight. The drops in fuel flow throughout the flight are the likely result of the pilot switching fuel tanks via the fuel selector. The red and green bar at the top of Figure 1 indicates

the fuel tank selected, left indicated as red and right as green. Figure 2 depicts the estimated fuel consumption from calculations by the airframe manufacturer.

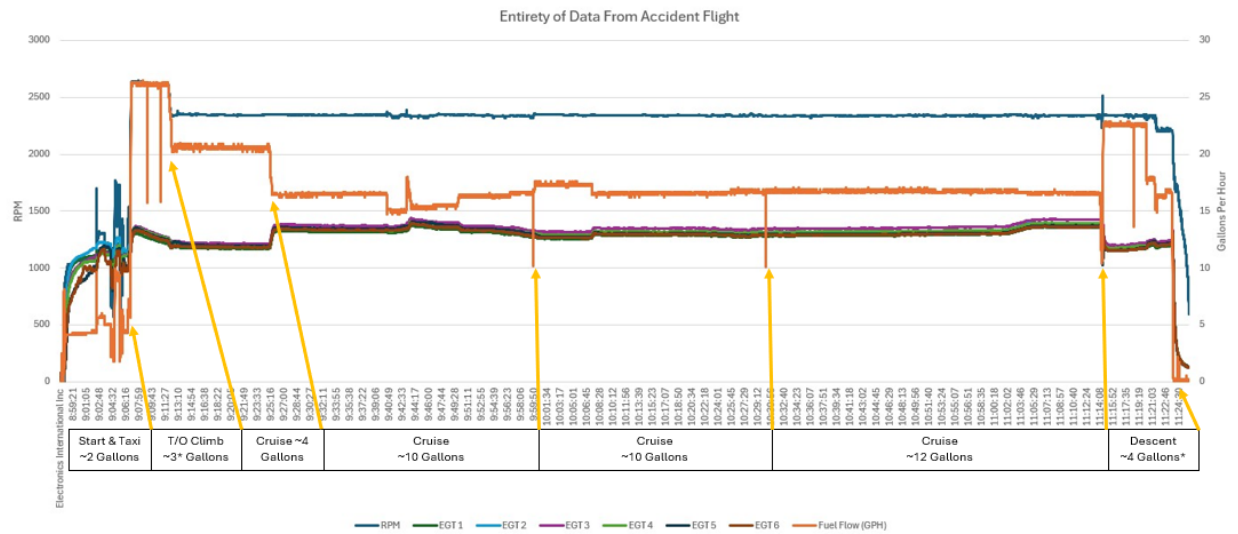


Figure 2: Estimated fuel consumption between fuel selector changes. Note* that during the takeoff climb, about 1 gallon of fuel was used from the right tank and during the descent about 2 gallons was used from the right tank

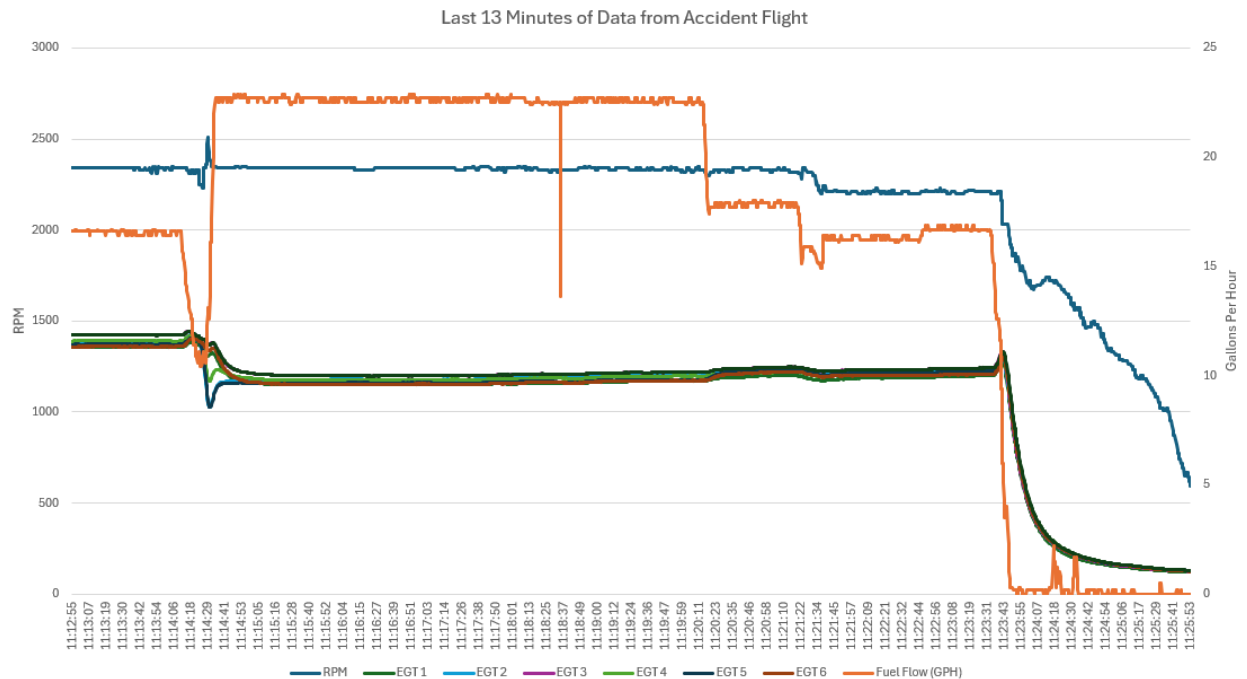


Figure 3: Graph of Final 13 Minutes of Accident Flight Data

Figure 3 shows the same flight data parameters as Figure 1, but for the final 13 minutes of the flight data. The accident flight showed that at 11:23:35, fuel flow was recorded at 16.4 gph at 2200 RPM consistent with the previous 2 minutes of flight. At 11:23:36, fuel flow began to decrease, before going to 0 gph at 11:23:47. Subsequent drops in engine RPM and EGT's followed the drop in fuel flow. Fuel flow was not regained for the duration of the data.

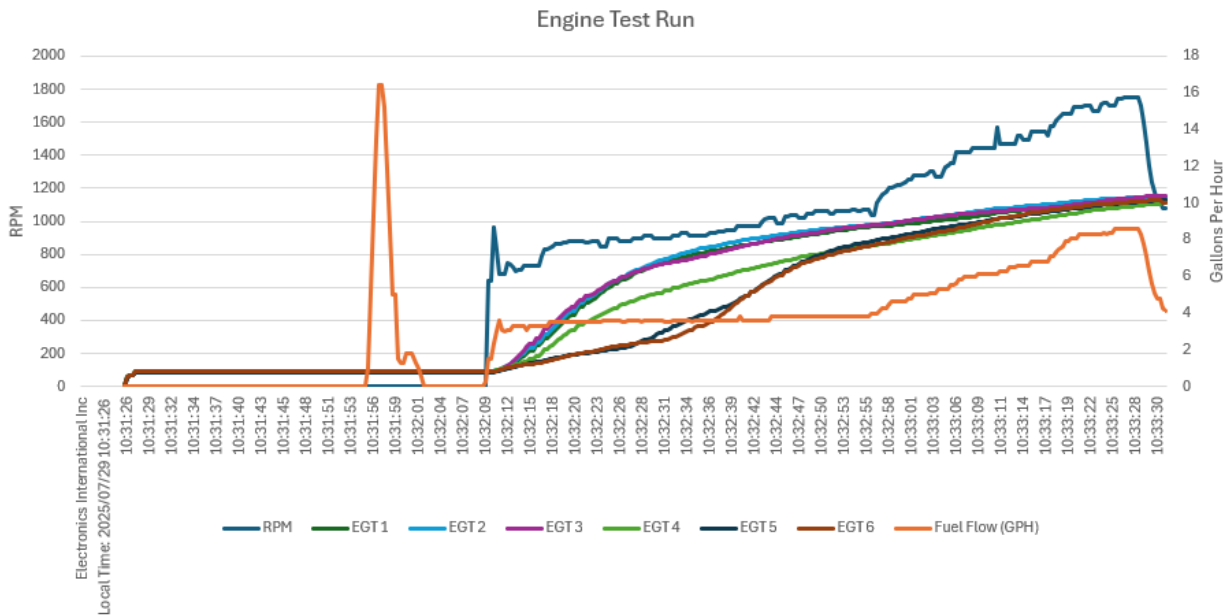


Figure 4: Graph of the Engine Test Run

Figure 4 shows the same parameters as Figure 1 and 2 for the engine test run that was performed. The spike of the fuel flow prior to the engine starting is the auxiliary fuel pump operating. There were no discrepancies with the engine noted during the test run.