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Date: December 29, 2025

Subject: ERA26LA065 FAA Email

Contact: Inspector [REDACTED], Orlando FSDO

Inspector [REDACTED] was contacted via email by the IIC asking to provide a summary of where fuel was found on the airplane during his inspection. The following was taken from the reply from the inspector.

The IIC asked on December 29, 2025: "Could you provide me a summary of the fuel that you drained from the airplane/method for doing so? That should be all I need."

Inspector [REDACTED] replied on December 30, 2025: "On December 16, 2025, Brad Holland (Airworthiness Inspector) and I went down to the salvage yard to determine how much fuel, if any, was remaining in the tanks. The following is what we drained.

Left main tank- 1 pint

Right main tank- 1 pint

Each gasolator- ¼ cup

Left aux tank- 11 gallons

Right aux tank- 12 gallons

As a note, each of the two main tanks hold 37 gallons of useable fuel when full and each of the two aux tanks hold 31 gallons of useable fuel when full."

A follow-up email from the IIC on December 30, 2025, asked:

"Can you comment on the needle gauges when you went ot look at the airplane? What did they display? I have down that the aux's displayed $\frac{1}{4}$ on the right and $\frac{1}{2}$ on the left and that when you switched to the main's they both read 0."

Inspector [REDACTED] replied later that same day stating:

"The first night I didn't see the switch to change from aux tanks to main tanks on the fuel gauges. I was on the phone with you and in the process of draining the left aux when it was reading $\frac{1}{4}$ tank and the right was reading $\frac{1}{2}$ tank before we started draining it. Both main tanks were indicating empty on the fuel gauges with the switch in the "main" position."