



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division December 17th, 2019

NTSB Accident Number: GAA20CA017

Aircraft Registration & Make/Model: N8078X & Piper PA-28-181

Accident Location: Dayton, OH

Accident Date: 10OCT2019

Subject: Memorandum for Record

In support of the National Transportation Safety Board (NTSB), Air Safety Accident Investigation involving the accident airplane, N8078X, the NTSB Investigator-in-charge, gleaned insight into the investigation from the attorney of the pilot under instruction, as well as the FAA Inspector that performed the post-accident airplane examination. Please find below, the email contents of said conversations.

Michael,

Please see the answers to your questions below. Thank you.

Morgan Campbell

Partner

Fox Rothschild LLP

Tysons Pointe

[REDACTED]

Tysons, VA 22102

[REDACTED]

From: Hicks Michael [REDACTED]

Sent: Wednesday, January 8, 2020 1:09 PM

To: Campbell, Morgan W. [REDACTED] -

Subject: [EXT] NTSB Aviation Safety Investigation (N8078X)

Greetings Mr. Campbell,

Per our discussion yesterday 08JAN2019, the following are the questions that I have for the PIC.

1) Was this a training flight?

Yes. It was part of her 141 commercial cross country requirement for her license.

2) Where was the airplane last fueled?

The plane was last fueled at KMGY at Aviation Sales/First Flight Aviation FBO. It was fueled by the FBO.

3) How much fuel was added to the airplane?

It was topped off when they left KMGY.

4) Did the PIC visually check the fuel quantity and sample prior to departure?

Yes, she checked the fuel and sampled it before taking off from KMGY. It was topped off and the sample was clean. She also visually checked the fuel when they got to KOBE, it was at the tabs.

5) How much fuel did the airplane have in it when you departed?

The plane was topped off at KMGY. It was visually checked at KOBE and it was at the tabs then.

Any assistance that I can provide, please advise.

Respectfully,



MICHAEL A. V. HICKS

National Transportation Safety Board

Air Safety Investigator

General Aviation Accident Investigation Division, AS-20



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Michael

I am currently in DC for training, but the short answer is, we found nothing that would have prevented the engine from running. In my opinion they ran all the fuel out of the left tank starving the engine of fuel.

- Fuel selector on the left tank.
- No fuel spillage from the left tank that was compromised at the accident site.
- Little to no fuel in the fuel pump or carb float bowl.
- Estimated fuel that should have been remaining in the aircraft after the flight (Burn Rate) 10-12 gallons all of which was in the right tank.

Best Regards,

Andrew C Porter

FAA Aviation Safety Inspector / PMI

