

Keliher Zoe

From: Basile, Peter [REDACTED]
Sent: Friday, November 20, 2015 1:16 PM
To: Keliher Zoe
Subject: RE: Fuel Selector
Attachments: 1981 T210N Info Manual Performance.pdf

Zoe,
Performance section is attached. Based on the FlightAware data – climb to 14,000, cruise at 13,600, and an average ground speed of approximately 165 knots, I would assume 2400 RPM and 24 MP to maintain that airspeed. (see pg 23)
Page 16 - Time Fuel and Distance to Climb includes 16 lbs for start, taxi and takeoff. At 3700 lbs, a climb to 14,000 = 44.5 lbs of fuel.
Page 23 - Cruise Performance chart shows at 2400 RPM and 24 MP = 81 lbs/hr

The flight was 4:20 or 4.33 hours – so... $4.33 \times 81 = 350$
 $350 + 16 + 44.5 = 410.5$
 $410.5/6 = 68.4$ gallons

This is assuming it was leaned properly.

The fuel selector valve is in either the left or right tank position. The end of the fuel selector detent yoke is over exposed and covered in soot so the embossed arrow is obscured.

Peter J. Basile
Air Safety Investigator, Sr.

[REDACTED]

From: Keliher Zoe [mailto:[REDACTED]]
Sent: Friday, November 20, 2015 2:06 PM
To: Basile, Peter
Subject: Fuel Selector

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Also, can you tell the position from Patrick Jones's pictures?

Zoë Keliher | National Transportation Safety Board
Air Safety Investigator / Aircraft Accident Investigator
Portland, Oregon | 97209
[REDACTED]
[REDACTED]