

Huhn Michael

From: Quinonez, Frank <[REDACTED]>
Sent: Wednesday, June 01, 2016 9:02 AM
To: Huhn Michael; Frank Dean ([REDACTED])
Subject: RE: N7133G W&B questions (also for Don jennings) (WPR16LA093)

Mike,

I am sorry that I have not replied as timely as usual, but I have been traveling for work extensively.

As far as your Weight & Balance question goes, the default weight and balance was changed over the years due to additions and subtractions of equipment in the aircraft. Because of that, there is an updated weight and balance list in the book, as well as the updated operational data sheet and sample W&B problem that you have included in your attachments. Also, because the Aircraft Information Manual does not have the force of a current day POH, that one is an example, but not the definitive weights and samples that I used.

Moving on to your fuel questions, I have sent Don a message, but he is traveling internationally currently. However, the standard operating procedures in place by the group have been that the aircraft is always refueled after use and return to base at Long Beach Airport. Because of that, I can say with 99% certainty that Don refueled after his return from his flight. Furthermore, because of the temperature changes incurred at Long Beach Airport, it was an unwritten practice that we always refueled the aircraft to try and get to the bottom tabs.

Because of that, I would assume that the fuel status of the aircraft should have been "tanks full". Because of the way we refueled the aircraft, it should have been at the typical point of 19 Gallons per tank.

I hope that helps.

Frank Q.

Frank Quinonez, [REDACTED]
[REDACTED]

From: Huhn Michael [[mailto:\[REDACTED\]](#)]
Sent: Thursday, May 26, 2016 2:05 PM
To: Frank Dean ([REDACTED]) Quinonez, Frank
<[REDACTED]>
Subject: N7133G W&B questions (also for Don jennings) (WPR16LA093)

Frank x 2

Im trying to calculate the approx. Wt & Bal of the airplane and have some questions:

Re the EW & EWCG, I found three different sheets (attached) in the airplane documentation. Can each of you please indicate which one you used/considered to be valid/most recent?

Second, the fuel slips and flight logs indicated that "DJ" (I presume Mr. Don Jennings) flew and fueled the airplane on April 15 and also April 16, but the data doesn't indicate whether he fueled then flew, or vice versa, or one of each. Can you please send this to Mr Jennings and have him respond directly to me?

Third, Frank Dean, do you recall the fuel status of the airplane prior to departure?

Thanks

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.