

From: [REDACTED]
To: [Plagens Howard](#)
Subject: Fuel notes
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The left fuel quantity indicator moved from a no power position to an empty position when power was applied to the aircraft. The right fuel quantity indicator was damaged. The right needle was observed to "jump" when power was applied to the aircraft. An ohm meter was attached to each fuel quantity float. A change in resistance was observed when each float was moved.

With the fuel selector valve in the LEFT position, pressurized shop air was applied to the left forward fuel pick up. Air could be felt at the rear pickup and at the fuel line going from the fuel strainer to the engine (which had been cut during the aircraft recovery). The fuel selector valve was placed in the OFF position and shop air was applied to the left forward fuel pick up. No air was felt at the fuel line going from the fuel strainer to the engine.

With the fuel selector valve in the RIGHT position pressurized shop air was applied to the right wing forward fuel pick up. Air could be felt at the rear pickup. No air was felt at the fuel line going from the fuel strainer to the engine (which had been cut during the aircraft recovery). The cabin floor inspection panel above the right header tank was removed and the fuel line from the right header tank to the fuel selector valve was observed separated due to impact damage. The damaged line was removed from the fuel selector valve and the air supply line was connected to the fuel selector valve. Air could then be felt at the fuel line going from the fuel strainer to the engine.

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