

From: Huhn Michael
To: [REDACTED]
Subject: More Questions re N57351 (WPR18LA040)
Date: Friday, December 15, 2017 11:13:00 AM

Mr. Matera,

As part of this investigation I am looking for more information from you please. If you don't recall/don't know, that's OK, but any responses re the following topics would be very helpful. Feel free to embed the responses here in this email, or whatever format you prefer. If you aren't clear on any question, I'm happy to provide clarification.

1. Can you estimate the following times if possible:
 - a. From the time of the power loss to the time of touchdown
 - b. From the time of the power loss until when you switched on the electric pump
 - c. How long you left the electric pump on
 - d. From the time of the power loss until you switched to the Right fuel tank
 - e. How long you left the selector on the Right tank before you switched back to the Left tank
 - f. How long after the power loss that you changed priority from restoring power to focusing on a safe forced landing
2. Whether you viewed the fuel pressure gauge indications, and what observations/recollections you had, during the event. If multiple observations, please be as specific as possible re timing, airplane configuration & observation
3. Whether you were able to refer to any checklists subsequent to the failure, and if so, which ones (subject AND provider- eg Piper, commercially available, home-made etc) and when.
4. Copies of the checklists you had or used (if you have them)
5. What normal checklist procedures are available for determining functionality of electric boost pump
6. What procedures and results you used re the boost pump on the flight PRIOR to the power loss
7. Whether/when the airplane was last operated on the Right tank, and whether there were any associated power problems or abnormalities
8. Any airplane history/problems/concerns (in your experience) re power issues
9. Any unaccomplished mechanic-recommended maintenance to the fuel system
10. Copies of most recent annual, including detailed work orders, invoices etc
11. Same (as 10) for any fuel- or engine-related maintenance in the past year

By mid- next week is fine

Thank You

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

MICHAEL HAHN,

IN RESPONSE TO YOUR E-MAIL, I WILL ANSWER THE QUESTIONS IN THE SEQUENCE THAT YOU ASKED THEM.

1. A AS FOR THE TIME BETWEEN POWER LOSS AND TOUCHDOWN I WAS ASKED THAT QUESTION BY FRIENDS AND COULD NOT EVEN GUESS IF IT WAS ONE MINUTE OR FIVE MINUTES.
B I TURNED ON THE ELECTRIC FUEL PUMP ALMOST IMMEDIATELY AFTER I FELT THE POWER LOSS.
C I LEFT THE ELECTRIC PUMP ON ALL THE WAY TO THE TOUCHDOWN.
D I SWITCHED TO MY RIGHT TANK ABOUT 10 SECONDS AFTER TURNING ON THE ELECTRIC PUMP
E I SWITCHED BACK TO MY LEFT TANK PROBABLY ABOUT HALFWAY BETWEEN FEELING THE POWER LOSS AND THE TOUCHDOWN.
F IT WAS PROBABLY ABOUT 30 SECONDS AFTER THE POWER LOSS THAT I STARTED THINKING ABOUT A LANDING.
2. I VIEWED THE FUEL PRESSURE AFTER TURNING THE PUMP BACK ON AND IT WAS NORMAL.
3. I DID NOT REFER TO MY CHECKLIST DUE TO MY LOW ALTITUDE AND INTENSE CONCENTRATION ON A LANDING.
4. I KEEP A CHECKLIST HUNG INSIDE THE COCKPIT ON THE PANEL BY MY LEFT HAND. (I HAVE INCLUDED COPIES OF THE EMERGENCY PROCEEDURES).
5. CHECKING THE ELECTRIC PUMP IS PART OF MY PRE-FLIGHT CHECK. I CAN TELL IF IT IS WORKING BECAUSE OF A SLIGHT DIFFERENCE IN PRESSURE.
6. PRIOR TO THE POWER LOSS THE ONLY THING I DID WAS SHUT OFF THE BOOST WITH NO IMMEDIATED CHANGE IN THE PLANE.
7. I DONT FLY THAT OFTEN SO I USUALLY KEEP BOTH TANKS FULL AND I USUALLY START OFF WITH MY LEFT TANK. ABOUT A YEAR AGO DURING A PRE-FLIGHT CHECK I NOTICED GAS FROM MY LEFT TANK HAD DRIPPED ONTO MY LEFT LANDING GEAR. IT APPEARED THAT THE VALVE HAD NOT CLOSED COMPLETELY ON MY LAST CHECK. I SNAPPED THE VALVE TO BE SURE IT WAS CLOSED AND NEVER HAD AN INCIDENT SINCE THEN.
8. SINCE I PURCHASED THE PLANE IN 2015 I HAVE NEVER HAD A POWER PROBLEM.

9. SINCE I PURCHASED THE PLANE I HAVE HAD TWO ANNUALS AND BOTH TIMES I HAVE HAD EVERY ADVISED MAINTENANCE TAKEN CARE OF. THERE WAS NEVER ANY RECOMMENDATIONS REGARDING THE FUEL SYSTEM.
10. COPIES OF LAST TWO ANNUALS AND ONE REPAIR INCLUDED. INVOICE FOR 2016 INCLUDED BUT I DO NOT HAVE DETAILED INVOICE FOR 2017. IF YOU NEED IT, I AM SURE I CAN GET IT FROM THE REPAIR SHOP.
11. ALSO, COPIES OF LAST TWO ENGINE AND PROP INSPECTIONS INCLUDED.

IF YOU HAVE ANY OTHER QUESTIONS OR YOU NEED CLARIFICATION, PLEASE CONTACT ME.

JOHN MATERA



Aircraft Engineering, Inc.

PO Box [REDACTED] Eagle Lake, Florida 33839-1319
[REDACTED]

Statement

JOHN MATERA
[REDACTED]
TAMPA, FL 33624

Date: 02/28/17

AIRCRAFT SERVICES
WORK ORDER A 21738

DUE UPON RECEIPT

Total Due: [REDACTED]

"To retain your credit, Please pay by 10th Of Month."

PD
DEBIT
3/4/17
VIA PX

MATERIALS USED

INSPECTION AUTHORIZATION #2104727

Page 1 of 1

Aircraft Engineering, Inc.



W.O. #A 21738

BARTOW MUNICIPAL AIRPORT

PO BOX [REDACTED]
EAGLE LAKE, FLORIDA 33839-1319

NAME JOHN MATERA

DATE

2/28/2017

ADDRESS [REDACTED]

ORDER WRITTEN BY

CITY TAMPA, FL 33624

PHONE

PLANE	MODEL	SERIAL NUMBER	ENGINE NUMBER	YEAR
PIPER	PA28-140	28-7425097	N57351	

REPAIR ORDER INSTRUCTIONS

LABOR
CHARGENOSE SHIMMY ON LANDING. PULLED COWL, REMOVED AND REPLACED
SHIMMY ROD BEARING AND BOLT WITH NEW AND ADJUSTED SHIMMY
UNIT. CHECKED LINKS AND STOPS

LABOR 1.5 hours @ [REDACTED] per hour

AN FITTINGS, MISC. SUPPLIES & HARDWARE

SUBTOTAL PAGE 1 PARTS

SIGNED: [REDACTED]

DATE: [REDACTED]

I AM THE OWNER OF THE ABOVE DESCRIBED AIRCRAFT OR HIS/ITS AUTHORIZED AGENT AND I HEREBY AUTHORIZE THE ABOVE REPAIR WORK TO BE DONE ALONG WITH THE NECESSARY MATERIAL, THE ABOVE BEING AN ESTIMATE ONLY FOR WHICH ADDITIONAL CHARGES ACCRUE DUE TO HIDDEN OR UNKNOWN CONDITIONS THAT ARISE DURING THE COURSE OF REPAIR, HEREBY GRANT YOU AND/OR YOUR EMPLOYEES PERMISSION TO OPERATE AND FLY THE AIRPLANE HEREIN DESCRIBED FOR THE PURPOSE OF TESTING AND/OR INSPECTION. AN EXPRESS MECHANIC'S LIEN IS HEREBY ACKNOWLEDGED ON ABOVE AIRPLANE TO SECURE THE AMOUNT OF REPAIRS HERETO. NOT RESPONSIBLE FOR LOSS OF DAMAGE TO PLANE OR ARTICLES LEFT IN PLANE IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL. ALL CHARGES ARE PAYABLE UPON COMPLETION OF THE WORK ORDER UNLESS OTHER ARRANGEMENTS ARE APPROVED IN ADVANCE. A SERVICE CHARGE OF 1 1/2% PER MONTH OF THE OUTSTANDING BALANCE WILL BE LEVIED ON ACCOUNTS DUE AFTER 30 DAYS. IN THE EVENT OF DEFAULT BY THE UNDERSIGNED OR HIS PRINCIPAL, PRINCIPAL AND/OR UNDERSIGNED SHALL BE LIABLE FOR ATTORNEYS FEES AND COST OF COLLECTION, TRIAL, AND APPELLATE. THE AIRCRAFT, ENGINE(S), OR COMPONENT ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT F.A.A. REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAIL:

TOTAL LABOR	
EPA CHARGE	
PROP W. O.	
ENGINE W. O.	
TOTAL PARTS	
OIL	
SOLVENT	
WELDING SHOP	
SUB TOTAL	
TAX	TAX EXEMPT
GAS	

W.O.#A 21738

INSP. BT

TACH 627

TT

INSP. SIGN

TOTAL

Payment Receipt

Plant City Airport Services

Plant City, FL 33563-1134

Received From:

Matera, John

John Matera

Tampa, FL 33624

Date Received 05/31/2017

Payment Method Credit Cards

Check/Ref. No.

Payment Amount

Invoices Paid

Date	Number	Amount Applied
05/26/2017	1-70648	

Payment Receipt

Plant City Airport Services

Plant City, FL 33563-1134

Received From:

Matera, John

John Matera

Tampa, FL 33624

Date Received 06/09/2016

Payment Method Check

Check/Ref. No. 2584

Payment Amount

Invoices Paid

Date	Number	Amount Applied
06/07/2016	1-67807	

Plant City Airport Services

Plant City, FL. 33563-1134



Invoice

Date	Invoice #
6/7/2016	1-67807

Bill To

John Matera

Tampa, FL 33624

Quantity	Description	Rate	Amount
12.0	A/C Maint.---Annual of Aircraft		
1.5	A/C Maint.-----changed 2 tires on the aircraft both main tires also resealed the brake caliper of left side		
3.5	A/C Maint.---Removed and replaced with new Oil cooler lines and reinstalled new spinner assy due to old one was cracked.		
2.0	Parts Sales---condor tires 600 x 6 x 6 Tires		
1.0	Parts Sales---- complete spinner assy for PA28-140		
1.0	Shipping Charges--- on spinner assy		
2.0	Parts Sales----oil cooler lines manufactured--- 2 lines		
1.0	Shipping Charges		
1.0	Parts Sales---- MS28775-222 O-ring		
2.0	Parts Sales----066-10500 brake pads		
4.0	Parts Sales---brake rivets--105-00200		
7.0	100W Oil		
Subtotal			
Sales Tax (7.0%)			
Total			
Payments/Credits			
Balance Due			
Customer Acct Bal			

Invoice

Plant City Airport Services

Plant City, FL. 33563-1134



Date

Invoice #

6/7/2016

I-67807

Bill To

John Matera

Tampa, FL 33624

Quantity	Description	Rate	Amount
12.0	A/C Maint.---Annual of Aircraft		
1.5	A/C Maint.-----changed 2 tires on the aircraft both main tires also resealed the brake caliper of left side		
3.5	A/C Maint.---Removed and replaced with new Oil cooler lines and reinstalled new spinner assy due to old one was cracked.		
2.0	Parts Sales---condor tires 600 x 6 x 6 Tires		
1.0	Parts Sales---- complete spinner assy for PA28-140		
1.0	Shipping Charges--- on spinner assy		
2.0	Parts Sales----oil cooler lines manufactured--- 2 lines		
1.0	Shipping Charges		
1.0	Parts Sales---- MS28775-222 O-ring		
2.0	Parts Sales---066-10500 brake pads		
4.0	Parts Sales---brake rivets--105-00200		
7.0	100W Oil		
		Subtotal	
		Sales Tax (7.0%)	
		Total	
		Payments/Credits	
		Balance Due	
		Customer Acct Bal	

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____

Registration: N57351 **Model:** Sensenich M74DM6-0-58 **Serial Number:** K36096

Date: _____

Date: 06/01/2017 **Tach:** 628.9 **SMOH:** 628.9

Next Inspection Due: _____

I certify this propeller has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

Year: _____

David M Poole A&P

Date: _____

Next Inspection Due: _____

Time Since Overhaul

Mech. Cert. # or Repair Station # _____

Year: _____

Total Time in Service

Description

Date: _____

Next Inspection Due: _____

Time Since Overhaul

Mech. Cert. # or Repair Station # _____

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Year: _____

Date: _____

Next Inspection
Due: _____

Year: _____

Date: _____

Next Inspection
Due: _____

Year: _____

Date: _____

Next Inspection
Due: _____



PLANT CITY AIRPORT SERVICES

Plant City, FL 33563

Registration: N57351 Model: Sensenich M74DM Serial Number: K36096

Date: 06/7/2016 Tach: 602.9 SMOH: 602.9 (4676 SFN)

I certify this propeller has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

David M Poole A&P

Mech. Cert. # or Repair Station # _____

DATE _____

Service Bulletins, Letters, Instructions & A D Notes



~~PLANT CITY AIRPORT SERVICES~~

[REDACTED]
Plant City, FL 33563
[REDACTED]

Registration: N57351 **Model:** Lycoming O320-E3D **Serial Number:** L-38609-27A

Date: 06/01/2017 **Tach:** 628.9 **SMOH:** 628.9

Checked compression #1 78/80, #2 78/80, 3 75/80, #4 76/80.

I certify this engine has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

[REDACTED]
David M Poole A&P [REDACTED]

ENGINE LOG

Serial No. _____

Date	Time		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	Signature	License Number
	Hrs	Min			
			 PLANT CITY AIRPORT SERVICES Plant City, FL 33563 Registration: N57351 Model: Lycoming O-320-E3D Serial Number: L-38609-27A Date: 06/7/2016 Tach: 602.9 SMOH: 602.9(4844.6 SFN) Changed oil and filter, added 7 qts Aeroshell W100. Cleaned and gaped spark plugs. Checked compression. I certify this engine has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition. David M Poole A&P		

Piper Cherokee 140

Emergency Procedures

Engine Failure During Flight

1. Airspeed 83 MPH
2. Carburetor Heat ON
3. Fuel Selector Valve SWITCH TANKS
4. Mixture RICH
5. Master Switch ON
6. Auxiliary Fuel Pump ON
7. Ignition Switch BOTH
8. Primer IN & LOCKED

NOTE

If engine failure was caused by fuel exhaustion, power will not be regained after tanks are switched until empty fuel lines are filled, which may require up to ten seconds.



Little Creek Aviation, Inc.