



SUMMARY OF FINDINGS

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

Date: May 30, 2018
Person Contacted: Christopher Thomas email: [REDACTED]
NTSB Accident Number: WPR18LA133

Narrative:

Inspector Thomas received an email from the pilot. The pilot provided the following information about the fuel onboard at the time of the accident.

At the end of the flight previous to where I added the 18 gallons, I had landed on the dolly and subsequently at using the GPS, playing around trying to input user waypoints and flight plans. Did this with the engine running to keep the batteries charged. Sometime went by as I did this, and the fuel light eventually came on. By the time I finished up with the GPS and shut down the gauges indicated empty. Therefore, I calculated I had less than ½ gallon useable fuel prior to filling up. I filled up 18 gallons before the PAX arrive, however once they arrived and I computed the weight and balance I realized I need to takeoff at 15 gallons. Rather than drain the excess fuel I simply started a timer and burned the excess fuel during the run-up before lifting off.

Prior to adding the 14 gallons (after returning to PSP from the initial drop-off) I had just und a ¼ in the main i.e., 5 gallons putting at 19 gallons before flying solo to pic up the PAX for the return trip. That put me at 11 gallons when we lifted off on the accident flight.