

Cawthra Joshua

From: [REDACTED]
Sent: Monday, September 17, 2018 5:36 PM
To: Cawthra Joshua
Subject: N98146 Engine Run and Associated Information

Josh,

We ran the engine today on N98146 and it ran fine. They had to change the starter and repair/replace a lead to one of the cylinders' spark plugs that appears to have been cut during the crash, but it ran after that. The file is about 240 MB so I will need to find a way to get it to you.

Some background on what we found at the crash site: the right tank had gas in it (they were able to collect 7-8 gallons when they drained it to move the aircraft), but was leaking. The leak was a slow leak with minimal damage to the tank. The left tank was empty with hardly any fuel in it (none was collected when they attempted to drain it for transport), but did not appear to be compromised in any way. The only damage that was discovered to the left wing was the damage and separation of the left main landing gear from the aircraft. The fuel selector had the left tank selected, and all other engine controls were in the OFF position. The CFI confirmed that after egress, he entered the aircraft and placed all controls in off to prevent further incident. He did not touch the fuel selector. The CFI was sitting in the right seat during flight and the student was sitting in the left.

We did receive statements from the refueler dispatcher stating they had received a request to refuel the aircraft. The refueler stated they did not fuel the aircraft. The mechanic who had worked the aircraft the night before stated he had identified that the left tank was empty during maintenance and notified the flight school that the aircraft would need to be refueled before its next flight. With the information currently available, it would appear that fuel mismanagement was the cause of the crash.

Let me know if there is any more information that you need and I will get it to you. Welcome back and talk to you soon.



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