



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher or as indicated.

The following is a summary of conversation:

DON MCCLELLAND (PLATINUM AVIATION)

Prior to the accident, our pilot complained of the aircraft running rough. During troubleshooting, I verified the gauges indicated low fuel pressure & flow. Each tank had about 5 gals of fuel.

The drain at the gascolator was opened and there was no fuel. The fuel was shut off and gascolator was removed and the screen checked for debris. None was found.

Before reinstalling the gascolator, the fuel valve was opened for the left, then the right tank. There was no fuel flow. Low pressure air was used to blow through the gascolator to each tank. Fuel flow was restored.

Low pressure air was used to blow air through each vent to the tank to ensure vents were clear.

Gascolator was reinstalled with a clean screen. Fuel lines were disconnected at each carburetor and flow verified to each carb.

Fuel from each tank was completely drained. A visual inspection inside each tank with a light & mirror revealed no debris. Each tank was serviced with 5 gal of fuel. Fuel flow to each carb was again verified. Engine was run up. Gauges indicated normal fuel flow & pressure with fuel selector set in right and left tank positions. Engine ran smoothly and made full power. Mag checked good. The pilot was instructed to keep a close eye on fuel flow & pressure and to let me know if he experienced any further problems.

When the aircraft was recovered, wings were removed IAW the CZ Aircraft MM and the aircraft was loaded onto a trailer and brought to our hangar at Spanish Fork Airport.

After unloading aircraft into the hangar, fuel flow was again checked. Fuel lines were disconnected from each carb and fuel pump switched on. Fuel flow to each checked good. (A 5 gallon fuel can was used as a temporary fuel tank as the wings were removed.)

Fuel was run through a painter's filter. No debris was found.

Fuel lines from each tank were disconnected and the finger filters inspected with a bore scope. No debris was found.

Interior of each tank was inspected with a bore scope. No debris was found.

Zoë Keliher
Air Safety Investigator
Western Pacific Region

The introduction of air into the fuel supply lines can cause the unit to read higher than normal fuel flow rates (over 8-9 gph). When air inadvertently enters a rotor style flow transducer through the fuel lines, the rotor is free to spin at the velocity of the air that passes over it. This velocity is higher for air than it is for fuel, and as such "vapor lock" is often represented as spikes in fuel flow.

Additionally, with air in the system, pulses of air from the fuel pump can cause the rotor to spin back and forth in both directions. Under these conditions, the pickup still measures flow irrespective of direction, resulting in "jumping" fuel flow readings.