

From: [Paul Storaasli | Sling Pilot Academy](#)
To: [Fabian Salazar](#)
Cc: [Chiefs](#); [Matt Liknaitzky | Sling Pilot Academy](#); [Jean d'Assonville | Sling Pilot Academy](#)
Subject: Review of G3X Data with Pilot
Date: Monday, January 6, 2025 11:41:15 AM

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Fabian,

On Friday 1/3/2025 around 5:30PM I sat with Neil Kotecha, pilot in command N519CV during its accident. After reviewing some of the data, he agreed it is likely that the engine shut down due to fuel starvation because the left tank fuel pickup became unported.

Specifically, in our conversation,

We reviewed the recorded flight data in a graphical EFIS like view, as well as with time series graphs. The pilot was extremely interested in this information, and very receptive. In the EFIS view we saw and noted several parameters leading up to engine shutdown including: bank angle, altitude, Slip/Skid indicator, fuel quantity indicators, manifold pressure, RPMs, and any CAS warnings. Missing from this view are EGT and Fuel Pressure. Attached are some screenshots with this view. In the plotting view, we plotted RPMs, Fuel Pressure, Fuel Quantities, vertical and lateral acceleration among other indications.

We also discussed the shape of the fuel tanks: the 4 bays, and 3 baffles in the tanks as well as the fuel quantity indicator float and pickup tube. We noted the delay of about 20 seconds from slip initiation, to fuel quantity indication going to zero, and a similar delay after resuming coordinated flight for the indicator to show fuel in the inboard bay.

We also reviewed the restart attempts, noting RPMs and Fuel Pressure. We noted when a field was picked out and when flaps were set.

It was a very productive conversation and I feel the pilot learned a lot from being able to review and playback the data.

Paul