

John Miller

Soloy Aviation Solutions [REDACTED]  
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Date: August 31, 2016

NTSB Accident Number: CEN16LA335

Aircraft Registration # N981LL

Soloy Cessna MKI S/N U20606937

**Opening discussion at the FSDO office in Springfield.**

- IDOT mechanics John Welch and Tim Grigsby account of the recovery was that the aircraft was sitting left wing low and fuel was leaking from the left wing. The right wing was empty because the fuel had transferred to the left wing. In the Pilots report the fuel valve was in the off position.
- The last inspection was a 50 hour and a 300 inspection prior that was the last time the fuel system had been opened.
- The fuel load before the accident flight was 550 pounds and balanced between the two tanks. The use of a calibrated dip stick is how this is measured. After a previous flight they had added 10 gallons of fuel to get it back to 550 pounds, this previous flight was from Freeport Illinois.
- Jay, the pilot, said he had checked the fuel level during the preflight and confirmed that the fuel low lights did press to test.
- Jay stated that after 45 minutes into the flight he switched to the Right tank because of fuel imbalance reading on the gauges, he did not confirm the actual gauge readings. After 30 minutes of right tank selection the engine flamed out and he attempted a restart with no success. He never feathered the propeller due to the time he thought it would take to unfeather.

**Aircraft inspection and troubleshooting IDOT hanger**

- The selector was in the off position at this time.
- Visual inspection of engine after cowl removal nothing noted.
- The fuel cut off lever was in the on position less than .25" from the full on stop.
- Propeller control was in max speed.
- Power control above the flight idle gate.
- Fuel computer showed 325 pounds remaining 225 used.
- Fuel flow was checked at nozzle by selecting right on the selector valve and motoring the engine, no fuel flowed from the line. Flow was then checked at the high pressure check valve by cracking a fitting and motoring the engine, fuel flow was good. It was finally rechecked again back at the nozzle and flow was good.
- The supply lines from the wing root to the inlet port on the engine pump were checked both left and right side looked good. About a gallon of fuel was recovered from the left fuel line, header and filter. The valve was switched to right and over a half gallon of fuel was collected from that

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side. We had also pumped a quart or so of fuel from the right side during the engine motoring to check fuel at the nozzle.

- The fuel selector valve was removed and checked for proper operation. Also the bottom cover plate was removed to check the alignment of the ports, no defects noted.
- The wing vent system was checked, no defects noted.
- The low fuel warning system was checked, both left and right warning lights did illuminate with the floats at about 2" from the bottom of the tank. The annunciator box press to test didn't illuminate the left and right lights, but the fuel configuration lights did illuminate.
- A vacuum check was done from the engine pump filter bowl to the fuel valve no defects noted.
- A review of the aircraft recovery was discussed with the mechanics who had removed the wings from the aircraft. Fuel removed from the right wing was estimated at 20 gallons. An estimated 5 gallons was recovered from the left wing.

### Pictures



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