

Fox Todd

From: Fox Todd
Sent: Thursday, June 19, 2014 9:59 AM
To: Chris Knauf
Cc: Fox Todd
Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK

Importance: High

Mr. Knauf,

Thank you for clarifying your fuel load and its distribution...

The airplane had two 21-gallon wing fuel tanks, each having about 6 ounces of unusable fuel (12 ounces unusable for the entire fuel system.

At departure, you believed that you had around 29 gallons of fuel... but, considering that you exhausted all useable fuel during the accident flight, the fuel load at departure was likely closer to 21 gallons. Additionally, your preflight fuel planning estimated that the flight would consume about 21.6 gallons of fuel.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Chris Knauf [REDACTED]
Sent: Thursday, June 19, 2014 9:52 AM
To: Fox Todd
Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK

Mr. Fox,

Answers below:

From: Fox Todd [REDACTED]
Sent: Thursday, June 19, 2014 8:36 AM
To: Chris Knauf
Cc: Fox Todd
Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK
Importance: High

Mr. Knauf,

Your airplane has two 21-gallon wing tanks... correct? **Yes**

Is the 12 ounces of unusable fuel for the entire fuel system, or per tank? **Entire fuel system – 6oz/side**

You indicated that the right tank was fueled to 19 gallons, and the left tank was assumed to have had 10 gallons... 29 gallons total... However, on your NTSB accident report you indicated that the airplane had 21 gallons onboard at departure. **Because the left tank was not physically checked, takeoff fuel is an assumed number. The 21 gallons is a**

result of running out before reaching KF46, so it is also an assumed number. I have no way of knowing exactly how much was onboard. The first number is what I thought I had, the second is likely what was actually there, since the flight plan called for 21.6g and I never reached my destination.

Please clarify your fuel load at departure and provide answers to the above questions.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Chris Knauf [REDACTED]
Sent: Thursday, June 19, 2014 7:51 AM
To: Fox Todd
Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK

Hello Mr.Fox,

I was in a meeting when you called yesterday. Here are the numbers you asked for:

Total capacity 42g
Unusable fuel 12oz
Takeoff/Climb: 20gph
Cruise @ 10,500': 6.7gph
Descent: 10gph

Right tank was fueled to around 19g
Left tank fuel was not checked but was assumed to be around 10g

Sincerely,
Chris Knauf

From: Fox Todd [REDACTED]
Sent: Wednesday, June 18, 2014 3:25 PM
To: Chris Knauf
Cc: Fox Todd
Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK
Importance: High

Mr. Knauf,

Thank you for the prompt return of your completed NTSB accident report... I will review your submission and let you know if I have any follow-up questions.

In the interim, can you please email me the total fuel capacity, the amount of unusable fuel, and the expected fuel consumption rate during takeoff, climb, cruise, and descent?

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Chris Knauf [REDACTED]
Sent: Wednesday, June 18, 2014 3:16 PM

To: Fox Todd

Subject: RE: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK

Mr. Fox,

I've completed and attached NTSB Form 6120.1 pertaining to the accident on June 16. Please let me know what else I can do to help.

Sincerely,
Chris Knauf

From: Fox Todd [REDACTED]
Sent: Tuesday, June 17, 2014 2:18 PM
To: [cknauf](#) [REDACTED]
Cc: Fox Todd; [Brent.M.Covey](#) [REDACTED]
Subject: CEN14LA293 ~ Rockwall, TX ~ Knauf model RV-7, N707HK
Importance: High

Mr. Christopher W. Knauf:

The National Transportation Safety Board (NTSB) has received notification of an accident involving a Knauf model RV-7 airplane, N707HK, that occurred on June 16, 2014, near Rockwall, Texas.

Federal Aviation Administration (FAA) Inspector Brent Covey examined the airplane and confirmed there was substantial damage to the right wing spar. As such, this event has been classified as an accident per NTSB Part 830 and I have been assigned as the NTSB Investigator-In-Charge.

I am submitting NTSB Form 6120.1 for your completion. Rules pertaining to aircraft accidents contained in Part 830 of the Safety Board regulations require that the pilot or operator submit a completed Pilot/Operator Aircraft Accident Report form. This form should be filed with this office as soon as possible, but within 10 days of the accident date.

Please return the completed report via email ([REDACTED]) or fax to [REDACTED]. Our NTSB reference number is CEN14LA293.

Sincerely,
Andrew Todd Fox

=====
Andrew Todd Fox
NTSB, Air Safety Investigator

[REDACTED] mobile
[REDACTED] fax

=====