



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Email Date: March 16, 2018.

Person Contacted: Ron Roberts (Electronics International Inc. (makers of FT-60))

NTSB Accident Number: WPR16FA115

Narrative:

“When air enters the flow transducer the paddle wheel is free to spin at the velocity of the air that passes over the wheel. This velocity is much higher for air than it is for fuel. Also, If the air moves in both directions (in and out of the port) the wheel will spin in both directions. This occurs because the pump is pushing air, which compresses and expands, creating a vapor lock condition and a in and out oscillation of fuel and/or air over the paddle wheel. Whether the wheel spins forward or backwards, pulses are produced and the fuel flow reading will jump up.

This high jumpy reading is a classic indication of air in the fuel line. This scenario is valid for all fuel flow transducer types.”



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Interview Date: March 16, 2018.
Person Contacted: Kevin Dolan, FloScan Technical Support
NTSB Accident Number: WPR16FA115

Narrative:

When air passes through the 200 series transducer, the fuel flow will read high. FloScan does not have any quantifiable data to show by how high, but it is a known phenomenon.