



TUPELO AVIATION UNLIMITED



TUPELO MS, 38801

August 18, 2011

Federal Aviation Administration



Pearl, MS 39208

To Whom It May Concern;

I completed an annual inspection on Cessna 310Q, N444YM on August 16, 2011. During the course of this inspection, certain repairs were made such as replacement #2 cylinder on left engine (purchased from Don George Aircraft, Orlando, FL), replacement of induction filters and vacuum regulator filters, changing of oil and filters in both engines, reseal of right prop governor (done at Southcoast Propeller Service, Bessemer, AL), and replacement of fuel return hose for left engine (hose mfg. by API, Memphis, TN). All airworthiness directives were researched and any outstanding or new were complied with at this time, ELT operational check performed, and routine lubrication was also done at this time. The two fittings left open to the atmosphere where the engine hose was being replaced were capped off with AN 929 caps. I did not realize at that time that the cap on the fuel tank side was allowing fuel to slowly seep from under it, draining approximately 10-12 gallons from the main tank.

Upon completion of the inspection, the engines were washed down and an operational check was performed with David Duncan on board the aircraft. While attempting to start the left engine, I noticed that the left main fuel tank gage showed empty and the auxiliary tank showed to have approximately 5 gallons in it. I could not get the left engine to prime from the main tank from lack of fuel. I turned to David and asked "Can you start the left engine from the aux. tank?" He replied "You might get lucky and start it." The engine started. Both engines were run at or around 1000 rpm until operating temps were reached. A check was performed of engine magnetos, max power and fuel flow, propeller action, idle speed and idle mixture cutoff. No abnormalities were found during these final checks and David agreed that the aircraft was ready for service. The fuel selector for the left engine was in the aux position at this time.

The morning of August 17, I got to work at the shop around 7.15 am and David was in the shop reading the airplane for a trip. He asked me "Is that left main fuel gage reading correct, it shows that tank is nearly empty." I replied to him in saying "Remember, I told you about the fuel seep problem while it was in the shop." He then said "I remember you telling me that" and told our chief lineman to put 15 gallons in the main tank. The next thing that I knew, Josh Abramson our Airport Executive Director was telling me of the crash. I remembered that the last time that I looked at the fuel selectors, the right was on "Main" and the left was on "Aux".

  
Michael S. Tallant  


<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time	Date
RECORD OF: <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input type="checkbox"/> TELEPHONE CALL		11:50 am	8/19/2011
Name (s) of Person (s) contacted or in conference and location		Routing	
A&P Mechanic, Michael S. Tallant		Symbol	Initials
In person at the Tupelo Aviation Unlimited maintenance facility.			
FAA Insp. Jacob Corbett was present.			
Subject: ERA11FA458			
Digest: Mr. Tallant, stated that the airplane was just released back to service from an annual inspection, which the right engine's prop governor was removed, overhauled, and reinstalled. A fuel return line from the left wing to the left engine driven fuel pump was replaced due to chafing wear. The number 2 cylinder on the left engine was replaced due to low compression. To facilitate the cylinder work the surrounding baffles, the fuel supply line to the fuel divider on top of the engine, and the cylinder's injector assembly on that side of the engine were removed. The baffles, fuel line, and injectors were then reinstalled after the work and torque per manufacturer specification; he completed the work by himself. When asked did he apply torque stripe (spot putty) after the b-nuts were torqued? He stated that he normally does but was out of the putty at that time. He made reference to his written statement that the airplane was last fueled with 15 gallons of aviation fuel in the left main tank (wing tip) and believed the left aux (wing tanks) had 5-8 gallons after the engine ground run up check with the pilot when asked about the fuel status on the airplane. Note: Mr. Tallant provided manufacturer torque values, documentation, and a current dated calibrated torque wrench to investigators when requested for review. ----End----			
Conclusions, Action Taken, or Required: All information was conveyed back for accuracy throughout the conversation.			
Date	Title	Signature	
8/18/2011	Aviation Safety Investigator, IIC	Jose Obregon , IIC	