


PER TELEPHONE CONVERSATION
WITH PILOT OF N5WU

FEBRUARY 15, 1998

CHARLIE WHISTON CALLED ME ABOUT 6:00PM AT HOME FROM EXECUTIVE AIR TERMINAL IN CRW. HE TOLD ME YOUR NOT GOING TO BELIEVE WHAT HAPPENED! MY RIGHT BOOST PUMP WENT OUT. HE TOLD ME THAT HE HAD ONLY ENGINE DRIVEN PUMP ON THE RIGHT SIDE ONLY. HE ASKED ME IF I COULD GET HIM A BOOST PUMP THE SAME DAY. I TOLD HIM WE COULD GET IT VIA AIRLINES FROM COUNT TO COUNTER. CHARLIE ASKED ME WHAT TIME TO BE HERE? I TOLD HIM ABOUT 9:00AM. HE SAID HE COULD BE HERE SOONER BY 7:00AM. SO WE AGREED ON THE TIME BETWEEN 9:00-9:30AM BECAUSE I HAD OTHER WORKED SCHEDULED. CHARLIE TOLD ME HE WANTED A NEW BOOST PUMP FOR THE RIGHT SIDE NOT A OVERHAUL PUMP HE TOLD ME HE HAD 60 GALLON OF FUEL IN THE RIGHT NACELL. HE SAID HE WAS GOING TO RUN IT DOWN SO I COULD CHANGE THE PUMP. HE ASKED ME HOW LONG IT WOULD TAKE TO CHNAGE THE BOOST PUMP, I TOLD HIM ABOUT 1-HOUR AFTER I GOT THE FUEL OUT. I TOLD HIM IT WOULD TAKE LONGER TO DEFUEL THAN TO CHANGE THE PUMP. I TOLD HIM NOT TO RUN ALL THE FUEL OUT (WE BOTH WE LAUGHING) HE TOLD ME HE WOULD NOT RUN IT ALL OUT. I ASKED CHARLIE IF HE WANTED A MECHANIC TO COME IN AND HE SAID "NO" BECAUSE WE COULD NOT DO ANYTHING ABOUT A BOOST PUMP. HE TOLD ME HE WAS GOING OUT TO THE AIRPLANE AND HE WAS GOING TO CHECK THE RIGHT BOOST PUMP ONE MORE TIME. CHARLIE SAID HE COULD TRANSFER FUEL FROM THE LEFT SIDE TO THE RIGHT SIDE (CROSSFEED) HE TOLD ME HE WOULD SEE ME IN THE MORNING BETWEEN 9:00-9:30 AM AND THAT WAS THE END 3F OUR TELEPHONE CONVERSATION.


THOMPSON MIDKIFF
CHIEF' INSPECTOR
MAINT. DEFT.

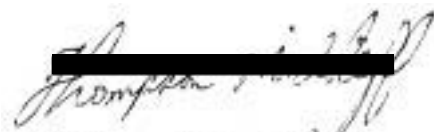
DISCREPANCIES DISCUSSED IN REGARDS TO N5WU
S/N 635

FEBRUARY 13, 1998

CHARLIE WHISTON CAME IN AND TOLD ME HIS RIGHT FUEL TRANSFER LIGHT WAS ON TOM WILLIS AND I CHECK FOR POWER TO THE RIGHT TRANSFER PUMP, POWER WAS THERE BUT THE PUMP WOULD NOT RUN. WE CHECKED THE POWER TO THE LEFT TRANSFER PUMP, POWER WAS THERE BUT, THE PUMP WAS NOT RUNNING EITHER.

I CHECKED THE LEFT NACELL TANK AND IT WAS FULL, CHECK THE RIGHT NACELL TANK AND IT WAS DOWN ABOUT 2-FEET. CHARLIE AND I DECIDED THAT THE LEFT TRANSFER PUMP WOULD NOT RUN BECAUSE THE LEFT NACELL WAS FULL OF FUEL. THE RIGHT TRANSFER WAS INOP. CHARLIE TURNED ON BOTH RIGHT AND LEFT BOOST PUMPS AND THEY WORKED NORMAL. CHARLIE TOLD ME TO ORDER A TRANSFER PUMP WE PUT AN OVERHAUL PUMP ON 7-21-97 HOBBS 3524.9 FROM PROFESSIONAL, INC.

CHARLIE WHISTON SCHEDULED FOR MONDAY MORNING TO CHANGE OUT TRANSFER PUMP ON THE RIGHT SIDE. N5WU THEN DEPARTED CRW.


Chief Inspector



U.S. Department
of Transportation
Federal Aviation
Administration

Federal Aviation Administration
Flight Standards District Office-09
301 Eagle Mountain Road, RM 144
Charleston, West Virginia 25311-1093

March 25, 1998

Mr. Jim Cain
NTSB-NEF-A
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594

Ref: IAD98FA027

Dear Mr. Cain,

I reinterviewed **Mr. Thomas Midkiff** of Executive Air, this date. In regards to the trouble shooting procedures that were **used** on 2/13/98 on N5WU, he stated **that** they did not use the **Beech** service manual for a trouble shooting **guide**. They visually checked the fuel quantity in each nacelle tank, **removed** an inspection panel under each fuel transfer **pump**, and checked for voltage at one of the terminal screws on the **pump**. He does not recall checking **the** other terminal **for** a ground connection. **The** pilot, Mr. Whiston, **was** in the pilot's **seat** to **operate** the various pump switches.

The results of the checks **were**: no power to the left transfer pump (he **considered** this normal because the left nacelle **tank** was nearly full), and the right transfer pump did have power available to **it**, but it **was** not operating (Mr. Midkiff thought that it should have been operating, because **the** right nacelle **tank** fuel level was **down** about two **feet**.). Mr. **Midkiff** also recalled that: Mr. Whiston switched on both boost **pumps** and they appeared to operate normally. Mr. Midkiff recalled a conversation with Mr. Whiston **to the** effect that the boost **pumps** were very loud (easy to verify **their** operation), and **that** the transfer pumps were not quite as loud, **but** still sufficiently loud to be **heard from the cockpit**.

Thomas E. Fye
Aviation Safety Inspector