

Malinowski Edward

From: Dan Schiffer [REDACTED]
Sent: Monday, October 29, 2012 9:48 AM
To: Malinowski Edward
Subject: N217RK Sept. 17 2011 accident
Attachments: image.jpeg; ATT100039.txt; 59D5A476-6761-43DF-8705-73673025B489.pdf

Mr. Malinowski,

I may have previously sent this to you, if so I apologize for the duplication.

The fuel receipts show I filled the tanks twice on the day of the accident, last fill up was just prior to my accident flt. and that flt lasted only 57 minutes verified by the GPS that was installed in the plane's dash during the flt. Also I was flying in formation four other T6's. I flew up from Mason (KTEW) and joined the flt over Alma bound for Hatfield's event. My T6 left KTEW Mason Jewett Field with 110 gallons on board. (55 in left & 55 in rt). 57 minutes of flt at 1/2 gallon per minute would have left 78.5 gallons of which I saw on fuel flow gage at startup, less 2 for start & taxi just prior to takeoff, less 2 for takeoff at full power and minimum fuel on board at engine failure would have been 19.5 left tank and 55 right tank. Anything less than that would have occurred after the engine failure and resulting crash.

The engine driven fuel pump puts out 200 gallons per hour and the fuel pressure relief valve keeps the fuel pressure between 3.5 & 4.2 psi. To properly test the pressure relief valve after the accident the fuel lines would need to be intact to create their normal system and a pump putting out 200 gallons per minute cycling fuel thru the lines would be required. Simply energizing the pump to see if it pumps fuel only tests the pump not the pressure relief valve. I have always believed the cause of the engine failure to be the pressure relief valve and that remains my belief today. In the 10 months prior to the accident I had a failure while on the ground of the pressure relief valve and we actually went thru several overhauled units before getting one that worked properly. I hadn't had any issue with the pressure relief valve in the most recent months leading to the accident but the low pressure light came on seconds before the engine quit, exactly like it would had the low pressure relief valve failed. I know I had plenty of fuel on board and in the tank selected for flight.

Please see the Garmin 396 readout of my route indicating 57 minutes of flight time from fuel tank filling to destination.

Also please see attached PDF file copy of both my fuel fill up receipts that day.

Thank you

Dan Schiffer
[REDACTED]

Fuel bought on day
of accident

2 tanks RT ± 1ft
55 gal each = 110 total
I never consider more
than 106 useable

MASON JEWETT

[REDACTED]

MULTI SERVICE TERMINAL
Merchant 12876

Batch 101575-002
Invoice 102911

AUTH CODE [REDACTED]

09/17/11 - 14:28:15

CARD: American Express
ACCT#: ***** [REDACTED]

TAIL#: 217

PUMP: 1
PRODUCT: 4 [4]

AVGAS 100LL

QUANTITY: 22.470 GI
PRICE/UNIT: \$ [REDACTED]

TOTAL COST: \$ [REDACTED]

THANK YOU FOR YOUR BUSINESS
HAVE A SAFE FLIGHT

I would have
had @ least
23.5 gal remaining
I left tank after
57 min ft ±
less gal for taxi

23.5 remaining
(2) useable
21.5 useable
remaining

2nd FT
This was also a
fill up and again I reset
the meter to 110 gal.

MASON JEWETT

[REDACTED]

MULTI SERVICE TERMINAL
Merchant 12876

Batch 101573-001
Invoice 102906

AUTH CODE [REDACTED]

09/17/11 - 09:09:30

CARD: American Express
ACCT#: ***** [REDACTED]

TAIL#: 217

PUMP: 1
PRODUCT: 4 [4]

AVGAS 100LL

QUANTITY: 60.380 GI
PRICE/UNIT: \$ [REDACTED]

TOTAL COST: \$ [REDACTED]

THANK YOU FOR YOUR BUSINESS
HAVE A SAFE FLIGHT

1st FT
This was a
fill up and I set fuel meter
to 110 gallons

The T6 over the
last 18 years has burned
an average of 30 gallons
per hour OR 1/2 gallon
per minute.

I flew 57 minutes
from KTEW - 39Z which
is the identified airport
within a couple miles of
HAT Field. $57 \times .5 = 28.5 + 3 \text{ Fed. Tax.}$
 $55 \text{ gal} - 31.5 = 23.5 \text{ remaining in HAT tank}$

GPSmap 496

GARMIN

QUIT

ENTER

GPSmap 396

GARMIN

	Date	Route Of Flight	Hours
GPS	17-SEP	KTEW-39Z	1.0
Weather	17-SEP	2H4-KTEW	0.5
XM	17-SEP	KTEW-2H4	0.6
Flights	11-SEP	65G-KTEW	0.2
Route	11-SEP	KTEW-65G	0.7
Points	28-AUG	KPTK-KTEW	0.5
Track	28-AUG	KPTK (Local)	0.3
Aircraft	28-AUG	KTEW-KPTK	0.8
E6B			
Alarms			
Calendar	Last Flight	00:57:50	
Celestial			