TEXTRON Lycoming

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October 21, 1997

RE : Exp. Long-Eze
N555JD
Pacific Grove, Ca.
10-12-97

Dear George,

Received you fax and based on the times off and on and taxiing I came up with the following possibilities. Hard to really tell exactly what the fuel burn would be. Generally, in certified aircraft and with aircraft mags, this engine would burn from 8.5 to 10 gph. The Long-Eze is much cleaner than certified aircraft, so it could achieve a lower fuel burn, depending on how it was flown. Since it took :55 min. from off to on for the flight from SMX to MRY the groundspeed would have been 133 kts or 153 mph.

10-11-97	@10 gph	@8.5 gph	@7 gph
15:06 to 15:28 = :22 min. check out flight at SMX	3.6 gal.	3.1 gal.	2.5 gal.
15:42 to 16:05 = :23 min. = taxi & run up at SMX	.5 gal	.5 gal	.5 gal
16:05 to 17:00 = :55 min. = flight SMX to MRY	9.1 gal	7.8 gal	6.4 gal
17:00 to 17:05 = :05 min. = taxi at MRY	.2 gal	.2 gal	.2 gal
	13.4 gal	11.6 gal	9.6 gal
10-12-97			
17:02 to 17:28 = 26 min. = taxi, take off, T & G's	4.3 gal	3.6 gal	3.0 gal
Total =	17.7 gal	15.2 gal	12.6 gal

As you can see from these figures at the outside he could have used 17.7 gal. @ 10 gph. This is probably a little high and would appear he did not "push it" on his flight from SMX to MRY. This aircraft should easily cruise more than 153 mph.

Using a more realistic 8.5 gph he would have used right around 15 gal. This number becomes real interesting as this is what Mr. Cobb estimated was in the tanks when the aircraft departed SMX. I am still confused how Mr. Cobb could make this 15 gal. estimate. How familiar was he with this aircraft? I would still like to know when the fuel tanks were last topped off and how much was the aircraft flown since then and by who?