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William Cush
660 Barnstable Rd.
Hyannis, MA 02601

NTSB 1000

January 31, 2009

Tim Monville
National Transportation Safety Board
Southeast Regional Office
Doral, Fl 33166

Dear Mr. Monville,

This letter is to describe the condition of N2615G during the ferry flight I conducted on January 25, 2009 from Naples, Fl (KAPF) to Fort Myers, Florida (KRSW).

The repositioning flight was conducted under CFR Part 91 and departed to approximately 1815 local time.

The aircraft received a thorough preflight and no defects were noted. Fuel was added to bring the total quantity to 500 pounds. The fuel was distributed evenly between the two main tanks.

After departure, I noted the aircraft had a slight rolling tendency to the right. I was able to correct this with less than a 1/4 turn on the aileron trim knob. This was not noted in the aircraft log as the amount of trim to level the wings was not excessive. I would simply characterize the aircraft as being slightly out of trim when the fuel tanks were at an even level. This could be misconstrued as a "right wing heavy" condition or fuel imbalance.

The flight continued without incident and landed at approximately 1830 local time.

If you have any questions, please do not hesitate to ask.

Sincerely,

William Cush
Fleet Manager Cessna 402
Cape Air / Nantucket Airlines