

Fox Todd

From: Fox Todd
Sent: Saturday, June 26, 2021 6:50 PM
To: Jarod April
Cc: Fox Todd; Rodi Jennifer; cramey [REDACTED]
Subject: Re: CEN21LA278 ~ Bridgeport, Texas ~ Cessna 152 (N68851)

Mr. April,

Thank you for confirming that the loss of engine power was indeed due to your inaccurate determination of how much fuel remained in the fuel tanks before you departed AFW, which then resulted in fuel exhaustion during cruise flight.

I plan to include this correspondence with the public docket materials associated with this investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Jarod April [REDACTED]
Sent: Saturday, June 26, 2021 13:47
To: Fox Todd
Subject: Re: CEN21LA278 ~ Bridgeport, Texas ~ Cessna 152 (N68851)

Fuel exhaustion did cause the the loss of power. As for the 1-5 gallons, after leaving KRPH. It was a paper calculation using about 2-2.5 hours of fuel burn the night before the 17th and roughly using 1-1.5 hours of fuel burn enroute to KRPH to get to a rough estimate of the fuel level around after departure. For the 3/4 tank, I just visually inspected the amount in the tanks during preflight without using a measuring device. I was wrong on the amount of fuel I did have departing KAFW.

On Sat, Jun 26, 2021, 7:25 AM Fox Todd [REDACTED] wrote:
Mr. April,

Thank you for completing the requested NTSB 6120.1 report (see attached)... of note, you indicated that there were no mechanical malfunctions with the airplane (including the engine) that would have resulted in the loss of engine power; however, you did not provide an direct explanation for the loss of engine power in your narrative. You mentioned that you visually inspected each tank for fuel (i.e. you did not obtain a direct measurement) during preflight, and that you estimated each main tank was about 3/4 full. You further estimated that the airplane had 1-5 gallons of fuel after you completed your two landings at RPH.

Please advise how you determined the fuel available both during preflight and after you completed the two landings at RPH.

Please advise if fuel exhaustion (i.e. lack of fuel) had caused the loss of engine power.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator