



## Report on N94227 Crash

We left Centennial Airport APA at 12:00 pm on Jan 1<sup>st</sup>, 2020. I used right tank on climb out after doing run ups. I pre-flighted. Airplane gas caps on wing were tight, gas clean, no visible leaks. The plane was topped off when we landed Christmas Eve by Denver jet center at Centennial Airport. We did make an unscheduled bathroom stop at Liberal airport in Kansas prior to Centennial Airport and I gassed up there too but I did not get a chance to log it in. There was a pretty strong head wind heading up there. I did not modify flight log when we got there.

After leaving APA on Jan 1<sup>st</sup>, about 12:00 pm, I switched to left tank. I stayed on right tank to 6,000 ft on climb out. Fuel burn was 16.5 gallons per hour on climb out. The Denver departure held me at 8,000 ft for awhile until I got out of class B airspace. My full burn was 14.5 gallons when I was level at 8,000 ft and still on right tank. I climbed slowly to 11,500 ft and stayed on left tank for a total of 1 hour and 45 minutes. I switched to right tank. I was 1 hour and 15 minutes on right tank when engine killed., approximately 3:30 pm. I notified A.T.C., tried to restart, asked for nearest airport, maintained control of aircraft, turned toward airport and tried to restart using fuel pump. I switched to left tank, was able to restart briefly, then it killed again. I could not pull up GPS. I spotted airport and made decision to land there. I approached the airport at modified down wind left base, approximately 21 knots wind. I put the gear down to 10 degree flap and prepare for landing. I thought I could make runway. I flew over 1<sup>st</sup> set of powerline and noticed 2<sup>nd</sup> set in tree line and did not think I could clear powerlines so I forced plane down in parking lot and aimed toward fence, figuring that would slow plane down before hitting trees. Roadway was full of cars and there was no other viable landing area.

Other pertinent facts: plane hold 90 usable gallons of fuel. Based on fuel burn, I should have had over 2 hours left of fuel. Had tail wind and was averaging about 195 knots.

Greg Kempt



## Lindberg Joshua

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**From:** [REDACTED]  
**Sent:** Wednesday, February 5, 2020 7:10 PM  
**To:** Lindberg Joshua  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr# [REDACTED]

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I was not on the ladder with him and yes because of the baffals you have to let fuel settle he claimed he topped it off I had no reason to doubt him.

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On Wednesday, February 5, 2020, Lindberg Joshua [REDACTED] > wrote:

There were no preaccident "punctures" found on top of the wing and no signs of blue fuel staining from a fuel leak in flight. Any fuel stain would be very apparent. With no evidence of a fuel leak, we have to look at the fuel numbers. I'm trying to work with you here but the numbers don't add up.

If you departed NEW on 12/24 with 89 gals, subtract fuel burn NEW-PRX-LBL, landed LBL with 7.25 gals in the tanks, then added 52.8 gals at LBL for a new total of 60 gals. Subtract fuel burn LBL-APA and you land at APA with 22 gals in the tanks. Then added 46 gals at APA on 12/25. New total is 68 gals on takeoff from APA on 1/1/20. 89 gals usable minus 68 gals = 21 gals unaccounted for.

Did you closely observe the fueling at LBL and APA. Did you check that the tanks were completely topped off as expected? Was the airplane situated on a slope during fueling? From my understanding this airplane is very tough to refuel because of the wing dihedral and under fueling is a very common problem.

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

## Lindberg Joshua

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**From:** [REDACTED]  
**Sent:** Wednesday, February 5, 2020 7:22 PM  
**To:** Lindberg Joshua  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr# [REDACTED]

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Plane was on level ground when topped off

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**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

## Lindberg Joshua

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**From:** [REDACTED]  
**Sent:** Wednesday, February 5, 2020 7:26 PM  
**To:** Lindberg Joshua  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr# [REDACTED]

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At liberal I believe there were 2 tickets because I had to prepay but I think that one was self serve and I know I topped it off and let it settle. I remember a self fueling we stopped somewhere else too.

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On Wednesday, February 5, 2020, Lindberg Joshua <[REDACTED]> wrote:

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**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, February 5, 2020 1:08 PM  
**To:** Lindberg Joshua <joshua.lindberg@ntsb.gov>  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr# [REDACTED]

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I normally check both wings in preflight old habit. Especially since I just got plane back from annual I also checked both caps. something caused that fuel to leak out of wing like I said was no sign of fuel leak on either wing in preflight If there was a puncture on top of wing that might suck it out during flight. i did not see one in preflight

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On Wednesday, February 5, 2020, Lindberg Joshua [REDACTED] wrote:

Greg,

You were specifically looking for a right tank fuel leak during preflight? Did you have a suspicion that there was a leak or had you identified a leak on the previous flight?

According to your statement you switched the tanks a total of 4 times, plus one more time after the loss of power. If the left tank was only used for 1:45 then there should have been more than 15 gallons in the left tank available for the restart.

My position as an NTSB investigator is non-punitive and I have no regulatory authority. I am simply trained to follow the evidence which I am discussing with you now. Please let me know if you have any other thoughts or recollections about this event.

Thank you,

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, February 5, 2020 2:00 AM  
**To:** Lindberg Joshua [REDACTED] >  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr#  
[REDACTED]

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There is no chance of that if you read my report I timed fuel burn on both tanks I only used right tank for 1 hour and 15 min. Plus about 8 to 10 mins on take off.some how the fuel leaked out of right wing.both fuel caps were still on.if there was a fuel leak it was not noticeable in preflight and I specifically looked for that. Sincerely. Greg kempton

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On Tuesday, February 4, 2020, Lindberg Joshua [REDACTED] wrote:

Hi Greg,

I just completed a detailed fuel burn calculation for the accident flight. According to my results you would have burned ~44.05 gallons from takeoff to the point where you lost engine power. The fuel tanks hold 44.5 gallons each of useable fuel. The FAA did not see evidence of fuel in the right tank at the accident site.

Is there a chance you did not switch fuel tanks while en route?

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

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**From:** Advance Waterproofing [REDACTED]  
**Sent:** Monday, February 3, 2020 10:27 AM  
**To:** Lindberg Joshua [REDACTED] >  
**Cc:** 'Warren Mueller' [REDACTED]; 'Keith Brown' [REDACTED]  
'Amann, David C (FAA)' [REDACTED]  
**Subject:** RE: ACKJOB: Greg Kempton; Greg Kempton, N94227; Cessna T210; BCU 20001; Starr#  
[REDACTED]

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Please see attached airframe log entries from 2006 to 2019.

Thanks,

Julia

Advance Waterproofing Co., Inc.

[REDACTED]

[REDACTED]

[REDACTED]



## RECORD OF CONVERSATION

**Joshua Lindberg**  
**Air Safety Investigator**  
**Central Region**

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**Date:** March 6, 2020

**Person Contacted:** Gregory Kempton, accident pilot and owner

**NTSB Accident Number:** CEN20LA053

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**Narrative:** A summary of a phone conversation with Mr. Kempton:

- He did not complete a fuel burn calculation for any of the legs of the cross-country flights.
- The NTSB IIC informed him that a fuel calculation had been completed as a part of the investigation and that the numbers showed he likely departed APA with less than full tanks; estimated about 69 gallons after the FBO added 42 gallons per the fuel receipt.
- He did not trust or rely on the fuel gauges in the airplane because they were always bouncing around and never showed the right amount. He discussed one time in the recent past when he had topped off the fuel tanks and one of the gauges showed empty.
- He did not disagree with the idea that he departed with only 69 gallons.
- He reiterated to the IIC that he requested the airplane be topped off and he had no reason to believe that didn't happen.
- He did not check the amount of fuel on the fuel receipt and/or compare it to any fuel calculations because he had not completed a fuel plan.
- He also reiterated that he did not open the fuel caps to confirm the amount of fuel in each tank, but he did confirm that the caps were tight.

End of conversation.