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Office of Aviation Safety, Eastern Region

**Date:** February 22, 2023

**Subject:** NTSB# ERA23LA121

**Contact:** Luke Alcorn (Flight Instructor - Not for Accident Pilot)

The individual noted above provided the following information via telephone conversation. The below contents are a summary of what was reported:

- Mr. Alcorn was asked a series of question by this investigator over the phone. His information was provided to the investigation based upon his experience providing flight instruction in the LX7 experimental turbine aircraft. Mr. Alcorn did not provide instruction to the accident pilot, nor did he have any direct knowledge of the accident airplane. He was requested to provide general knowledge pertaining to his experience flying the LX7 aircraft.
- He reported that, flight instructing in the second ever built turbine LX7, which was built by RDD, he experienced often fuel migration issues from one tank to another. He explained that the fuel pumps in the wings had internal check valves that would allow fuel to move from one wing to another on the ground over time, even on level pavement. Fuel migrating was never an in-flight migration issue to his knowledge.
- He said that often, the automatic fuel system could burn a fuel imbalance down to an acceptable level during taxi and runup prior to takeoff.
- He reported that the fuel tank gauges would clearly display an imbalance and the fuel system has sensors that displayed actual fuel levels, rather than calculator style fuel gauges that rely upon the pilot setting the correct values during preflight.

- His general practice was to not depart with more than 10 gallons of fuel imbalanced.
- He reported that newer fuel pumps and filters had been installed on the airplane he was accustomed to flying. After the new fuel pumps were installed, he was not aware of fuel migrating and creating an imbalance. He believed that all LX7 aircraft have the newer style fuel pumps installed.

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