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Office of Aviation Safety, Eastern Region

Date: February 2, 2023
Subject: NTSB# ERA23LA121
Contact: Fran Neligon (Total Aircraft, Hartford Airport)

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

- The airplane would sit in the hangar for what seemed like weeks at a time without being flown. The airplane was hangered with Hartford Jet Center.
- If the fuel wasn't full in the wing tanks, they would need to jack the left wing to prevent the airplane from listing left wing down due to fuel migrating from the right wing to the left wing.
- The airplane was left wing low the day of the accident when he saw the airplane in the hangar earlier in the day.
- The left wing low as he observed the day of the accident was not as extreme as he had seen in the past.
- He described that in past observations; the left wing low situation was very obvious. It seemed like the right wing would be 6 ft from the ground, higher up, and the left wing would sag to about 2 ft above the ground. Occasionally, he observed that the left wing had a jack placed under it, to prevent the listing or titling of the airplane.
- On the day of the accident, the left wing was not jacked.
- Hartford Jet Center moved the airplane the day of the accident, to the ramp at the pilot's request.
- It was his understanding that RDD Enterprises in Oregon performed the most recent conditional inspection. He believed that RDD Enterprises also

attempted to fix the fuel transferring issue, but the issue may not have been completely resolved. This information was based upon prior conversations he had with the accident pilot before the accident.

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