

**From:** [REDACTED]  
**To:** [Gutierrez Eric; "Tyler L. Duvall, Esq."](#)  
**Cc:** [Hogenson Dennis](#)  
**Subject:** RE: Follow up question  
**Date:** Friday, December 2, 2022 8:51:51 AM  
**Attachments:** [image003.png](#)

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**Mr. Gutierrez:**

Prior to the accident and just after the annual we (my mechanic) and I did several test flights. There was some minor heating in two of the cylinders mostly just after take off. My mechanic directed me to turn the boost pump on when the heating occurred. It worked great until the day of the accident. I had a number of flights using this method and the cylinders cooled quickly.

On takeoff from Williams the day of the crash the problematic cylinders began to heat slightly. At the instruction of my mechanic I activated the boost pump. Shortly after there was a complete loss of power.

My mechanic is listed in the logbooks as the last person to work on the plane. I'm sorry I'm out of town and don't have his contact info. He is an A&P, CFII, he owns a Bonanza and is active in the Bonanza Society. I can get his contact information for you if you need it.



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**From:** Gutierrez Eric [REDACTED]  
**Sent:** Monday, November 28, 2022 8:51 AM  
**To:** Tyler L. Duvall, Esq. [REDACTED]  
**Cc:** [REDACTED]; Hogenson Dennis [REDACTED]  
**Subject:** Follow up question

Greetings,

I have a follow up question for Mr. Edson regarding the accident flight. The engine monitoring system data shows a jump in fuel flow from 23.4 gallons per hour (gph) to 28.7 gph. The peak fuel flow showed 30.8 gph followed by a sudden drop with a corresponding drop in CHT's and EGT's. The Continental Motors service information directive (SID) shows the fuel flow for this engine should be between 23.2 – 24.9 gph. Were there any anomalies that could have cause this fuel flow irregularity, such as the activation of the boost pump? Thanks for your time.

Respectfully

Eric



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