

In Reply, Refer to: 940200906521

July 22, 2009

National Transportation Safety Board
Mr. Clint Johnson
Alaska Regional Office
222 West 7th Avenue
Room 216, Box 111
Anchorage, AK 99513

Subject: Hawker Beechcraft Corporation Model 95-B55, Serial Number TC-2111, Registration Number N98HA, accident near Sitka, Alaska on August 10, 2008 at approximately 2140 Alaska daylight time.

Reference: ANC08FA104, Beech Baron, N98HA

Dear Mr. Johnson:

Per your request of Hawker Beechcraft Corporation (HBC) to perform an estimated fuel burn calculation of the subject airplane from Bellingham, WA (KBLI) to Gustavus, AK (PAGS), see page 3 of this letter.

The estimated fuel burn calculation is for maximum cruise power with proper engine leaning. The following information is the data which the estimated fuel burn was calculated:

Climbs were calculated using the TIME, FUEL AND DISTANCE TO CLIMB chart on page 5-30 of the 95-B55 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM) part number 96-590011-17 with the following associated conditions:

POWER 25 IN. HG OR FULL THROTTLE 2500 RPM
FUEL DENSITY 6.0 LB/GAL
MIXTURE LEAN TO APPROPRIATE FUEL FLOW
COWL FLAPS AS REQUIRED
CLIMB SPEED – 122 KNOTS
Weight- 5100 pounds

En route estimated fuel burn calculations were calculated using the CRUISE POWER SETTINGS MAXIMUM CRUISE POWER chart on page 5-35 of the POH/AFM with the following associated conditions:

24.5 IN. HG. 2450 RPM (OR FULL THROTTLE)
4900 LBS.


Descent estimated fuel burn calculations were calculated using cruise fuel flows and speeds.

Calculations were performed using the winds and temps aloft you provided to this investigator on December 04, 2008. Interpolation was used as necessary to obtain performance at intermediate altitudes. This estimation also assumes that proper engine leaning using the exhaust gas temperature indicators were used as outlined in section IV of the POH/AFM.

Should you have any questions, please call me at [REDACTED]

Sincerely,

HAWKER BEECHCRAFT CORPORATION

[REDACTED]

Ernest C. Hall
Air Safety Investigation

Estimated Fuel Burn Calculation: Maximum Cruise Power

Conditions: 24.5 IN. HG 2450 RPM (OR FULL THROTTLE) 4900 Lbs.

Total Usable Fuel (Gallons) **136**

Check Points (Fixes)	Magnetic Course	Altitude	Wind		CAS	TH		MH	Dist.		AVG. GPH	
			Dir.	Vel.		-L/+R	-E/+W		Leg	Est	ETE	Fuel
			Temp.	TAS	WCA	Var.	±Dev.	Rem.	Act	Rem.	24.2	
KBLI	102	CLIMB	270	12	122	103		103	9	134	4.0	
HUH						1	0	0				136.0
TOP OF CLIMB	102	CLIMB	270	12	122	103		103	12	134	5.4	5.5
YVR						1	0	0				130.5
	272	10000	280	21	184	273		273	12	163	4.4	1.8
JORJA						1	0	0				128.7
	282	10000	280	21	184	282		282	18	163	6.6	2.7
JAINE						0	0	0				128.0
	283	10000	280	21	184	283		283	34	163	12.5	5.0
QQ						0	0	0				121.0
	280	10000	280	21	184	280		280	30	163	11.0	4.5
YZT						0	0	0				118.5
	283	10000	260	4	184	283		283	108	180	35.9	14.5
YJQ						0	0	0				102.1
	323	10000	260	4	184	322		322	94	182	31.0	12.5
PR						-1	0	0				89.6
	307	10000	260	4	184	306		306	150	181	49.7	20.0
AGPAL						-1	0	0				69.5
	301	10000	260	4	184	300		300	20	181	6.6	2.7
TDNBG						-1	0	0				68.9
	295	10000	260	4	184	294		294	10	181	3.3	1.3
ANN						-1	0	0				65.5
	299	10000	260	4	184	298		298	33	181	10.9	4.4
LVD						-1	0	0				61.1
	308	10000	260	4	184	307		307	99	181	32.8	13.2
14 DME SSR						-1	0	0				47.9
	304	10000	260	4	184	303		303	110	181	36.4	14.7
SSR						-1	0	0				33.2
	294	8000	260	4	184	293		293	14	181	4.6	1.9
PAGS						-1	0	0				31.3
	294	Descent	260	4	184	293		293	21	181	7.0	2.8
Totals									774		255	107.5

Total time en route **4 hours 15 min**

Estimated Usable Fuel Remaining: **28.5** gallons for approximately **1 hours 11 min**

