

**Michael Huhn
Air Safety Investigator
Western Pacific Region**

**Date: February 11, 2011
Person Contacted: Mr. Andrew Piehl (Aircraft Fueler),
NTSB Accident Number: WPR11GA115**

Narrative:

Interviewer: Deputy Brett Bernstein, PCSD

Witnesses:

- Mr. Andrew Piehl (Fueler)
- Mr. Tim Fenning (FBO* Manager)

The following is a synopsis of the information provided by Mr. Andrew Piehl in a telephone conversation on this date.

- Most recent pre-accident fueling took place on the Friday (1/28/11) before the accident.
- The pilot (who was the accident pilot) had just landed in the helicopter
- The fueler had about 8 years of experience at this particular job
- About 1500, the fueler drove by the helicopter and using pre-arranged hand signals, determined that the pilot did want to get the helicopter refueled
- About 1515, the fueler arrived at the helicopter in the refueling truck
- Present were the pilot and one other person were present; other person was one who the fueler did not see regularly, and did not recognize
- When the fueler pulled up to the helicopter, the pilot had the main fuel tank open.
- The pilot only wanted fuel put in main tank.
- The fueler didn't know how much fuel was in the helicopter when he arrived.
- He put 31 gallons in the main tank only, which topped off the main tank
- The pilot did not want fuel loaded into the aux tank
- The fueler did not put fuel in the aux tank, but he did not know whether it contained any
- The fueler did not notice anything unusual about the helicopter, and pilot did not mention anything unusual
- The pilot did not mention where/when his next flight was to be
- A PCSD Helio Courier (N6135D) was fueled later the same day from the same truck/fuel supply
- The FBO has a DoD contract, so they are inspected on a quarterly basis, and the most recent inspection was about 2 weeks prior to the accident
- After he heard about the accident, the FBO manager took it upon himself to obtain a sample from the truck for analysis by a lab in Phoenix, and impounded the truck until he received the lab results
- The lab results indicated that fuel was in compliance with the applicable specs (copy of test results provided to PCSD & NTSB, and attached to this document)
- According to the FBO manager, fuel is filtered when it is moved from the FBO storage tank to the aircraft delivery truck, and again when delivered from the truck to the aircraft.

*The FBO was Tucson Jet Center (formerly Ratliff Aviation) at KTUS