

From: [REDACTED]
To: [REDACTED]
Subject: Correspondence with FAA
Date: Tuesday, September 22, 2020 12:52:07 PM

From: Kray, Timothy (FAA)
Sent: Tuesday, September 22, 2020 12:45 PM
To: Kraemer, Jeremy (FAA)
Cc: Folkerts Michael
Subject: RE: CEN20CA316 - R44 accident

Mike,

Thanks for the clarification on the phone, here is what happened with the conversation about the pilot not sumping his fuel prior to flight.

The pilot was explaining the fuel tank set up and how there was a secondary fuel tank, primary fuel tank, and then the truck/trailer fuel tanks for field refueling. All fuel goes from the primary tank into the truck/trailer tanks which then fill the aircraft. The secondary tank fills the primary tank, specifically because the primary tank has a filter and the secondary tank does not.

When refueling at the airport, they use the primary tank due to it having a filter on it and a longer hose that can reach the helicopter. Due to the primary tank pump stopping, they filled the truck/trailer tanks directly from the secondary tank. They then filled the helicopter from the truck/trailer tank. After this was completed, they mixed and loaded the chemicals as well as grabbed lunch. Approximately an hour and half later, the pilot started up and took off. I asked him if he sumped the tanks prior to taking off, and he responded no, he had been flying all morning/week with fuel from the same source. He also stated they don't routinely sump before every flight during Ag Operations. I then pointed out to him that his fuel was from a different source in this instance, to which he agreed.

This was not part of the formal interview, but while we were having refueling operations explained after checking the tanks for water.

If you need more, please let me know.

Tim Kray
Principal Operations Inspector
Aviation Safety
Lincoln Flight Standards District Office