



NTSB RECORD OF CONVERSATION

Eric Swenson
Aviation Accident Investigator
Anchorage, AK (Alaska Region)

Person Contacted: Spencer Leonard (FAA Aviation Safety Inspector Honolulu, HI)
NTSB Accident Number: ANC21LA003

Narrative:

The following is a summary of conversations that occurred with the FAA aviation safety inspector assigned to the accident:

He stated that during the examination, when draining the helicopter of fuel, they started by using the start fuel boost pump to extract the fuel, but that the fuel pump was cavitating which induced air into the fuel line, and they had to use an external fuel pump to finish removing the fuel. He noted that there was only one fuel line that both the start boost pump and engine driven fuel pump used. He stated that the company had previously lost their engine power in the helicopter on an earlier flight and had started to fly with both fuel pumps always operating. He added that, lint was observed hanging on the outside of the screen on the bottom of the fuel pump, and because of this, they removed the screen assembly to look inside the fuel pump. Inside the fuel pump they found the flapper sitting against the fitting in the fuel pump housing. The flapper was over the main channel where fuel would be drawn by the engine driven fuel pump. They were able to obtain a second fuel pump for reference. With the reference fuel pump, they noticed that a c-clip and pin would normally be on the bottom of the fuel pump which were missing from the accident helicopter's fuel pump. They noted that the flapper located on the back side of the fuel pump that is held in by the pin and c-clip appeared to be blocking the fuel flow and would have caused disruption in the fuel flow. During the examination he looked in the fuel line that ran from the firewall to the engine driven fuel pump and located the missing pin in a 90° elbow. They were unable to find the c-clip. There did not appear to be damage to the pin or the fuel pump. There was wear on the pin, but it looked like the c-clip either came off or broke. The shoulder on the pin appeared normal, but there did not appear to be a groove that the clip sets in. It appeared that the shaft of the pin was the same diameter from the shoulder to the head. He looked up the part numbers on the hose assembly and got the specs from the manufacturer, which appeared to match the measurements he took.