

----- m

From: jim little-----
Sent: - Thursday, Jul----- 10:38 AM
To: - Dennis.Daley----- ; Yeager Leah
Subject: Re: N2929W ----- tatement
Attachments: IMG_0494.JPG

Addendum to Pilots statement regarding accident of N2919W on 6/9/2012.

In the NTSB report that I filed for this accident, a section asked for a recommendation on how the accident could have been prevented. (a snapshot copy of the report section is shown below)

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

is my opinion that the root cause of this accident was fuel starvation due to a relatively low fuel level (< 1/4 tank) and unusual attitudes inherent to helicopter aerial application.

My plan to keep this from happening again is to raise the minimum amount of fuel to be carried.

I want to be clear that my comments on that section of the NTSB report is only my opinion and does and should not discount other issues that could have caused the accident.

Additionally I would like to state that on the last take off from the loader truck, I estimated to have 28 to 30 minutes of fuel onboard. That should have been enough fuel to finish the spraying on the field and land on-site with proper reserves, to wait for the next assignment.

Also attached is a picture of the helicopter instrument panel (powered up) just after the ship was placed on a trailer. Please note the fuel level indication. This is just as I remember seeing on the scan after the initial engine surge.

James Little
Pilot N2919W

Custom Air LLC