

From: [Folkerts Michael](#)
To: [Folkerts Michael](#)
Subject: FAA examination notes
Date: Monday, August 6, 2018 8:57:14 AM

Sent: Monday, August 6, 2018 7:19 AM

To: Folkerts Michael [REDACTED]

Subject: RE: N224KM

Mike

The field notes related to the fuel system are as follows:

On Site Examination of the Fuel Gauge:

During an interior inspection of the aircraft N224KM, A Bell 206, the aircraft power was turned on. The fuel gauge indicated less than 5 gallons of fuel. The gauge was graduated in "QTY GALS". The needle indicated 3/4 towards the first graduation (5 GAL). **Picture 1 in the attached PDF.**

On Site Fuel Test:

On site, the fuel was "drained" through the two applicable sumps ("Airframe" sump and "Filter" sump) to determine if visible anomalies were present. The 1st test was of the "airframe" sump. The process used to sump the fuel was as follows:

1. Pull the Fuel Boost Pump Breakers
2. Master Switch "On"
3. Fuel Shutoff "Off"
4. Depress Button on Side of Fuselage

During the airframe sump process, approximately 1/2 - 3/4 Quarts of Fuel were drained. This was measured using a Phillips 66 X/C Aviation Hydraulic Fluid Container that was on-site. **This is Picture 2 in the attached PDF.**

The 2nd test was of the "filter" sump. The process used to sump the fuel was as follows:

1. Press Fuel Boost Pump Breakers In
2. Master Switch "On"
3. Fuel Shutoff "Open"
4. Rotate "knob/handle" on Filter Test Port

During the filter sump process, approximately 3/4 Quarts of Fuel were drained. 3/4 Quart was a visual estimation when added to what was "caught". Due to the flow of the fuel during this test, it was difficult to capture all fuel drained.

During the two tests, it is estimated that approximately 1.25 to 1.5 Quarts of fuel were drained from the system in total. The fuel appeared clear (Slight "straw" color) and free of visual debris. **See Picture 3 and 4 in the attached PDF.**

***It should be noted that this inspector did not smell and/or see any uncontained fuel around the accident site prior to the sump process.

Mike, due to the email containing an attachment can you let me know you received it? If you need anything else from me, please let me know.

--

Stanley E. Swank II

Aviation Safety

Principal Operations Inspector



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Bell 206B (N224KM) instructions

★

Stuntzner, Mark

To: Chuck Studer

Today at 12:17 PM

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Hello Chuck,

It was a pleasure talking with you and understanding that you are a former PHI mechanic with 206 experience is a bonus. Mike Folkerts asked me to call you to discuss items that the investigation would like to have checked. To make it easier, I have created a checklist below of things to check and record information. Once completed with these checks, would you please respond with what you found?

- Take photos of instrument panel and overhead circuit breakers before moving switches or turning on battery (BAT). ✓
- Position of fuel valve switch (usually on right bottom portion of instrument panel) ON or OFF--
ON ✓
- Position of Aft and Fwd Fuel Boost circuit breakers. IN or OUT-- IN ✓
- Position of Caution Lt circuit breaker. IN or OUT-- OUT ✓
- Are collars installed on the Fuel Boost and Caution Lt circuit breakers? YES or NO-- NO ✓
- Pull both Fuel Boost circuit breakers prior to turning on battery (If WRN HORN MUTE switch is not installed, might also want to pull Caution Lt circuit breaker so Low RPM Audio does not activate) ✓
- Turn on BAT switch ✓
- Take photo of instrument panel, especially focusing on fuel pressure and caution and warning panel ✓
- Push back in Aft (Left Side) Fuel Boost circuit breaker and record fuel pressure from gage-- ✓
- Pull Aft Fuel Boost circuit breaker and Push back in Fwd (Right Side) Fuel Boost circuit breaker and record fuel pressure from gage-- 10 ✓
- Push in both Aft and Fwd Fuel Boost circuit breakers and record fuel pressure from gage-- 10 ✓
- Drain fuel tank one of three ways into container that can be measured (5 gallon buckets or 55 gal container with markings of fuel qty on side)
 - Pump out fuel using boost pumps after disconnecting line to A/F fuel filter ✓
 - Use external pump with hose through fuel filler cap area
 - Use A/C drain valve which is on bottom of A/C (would have to remove spray tank to do so, so this is the least preferable)
- Measure amount of fuel removed from tank plus estimate of any fuel remaining in bottom of tank-- 9.5 gals ✓
- Check fuel removed for signs of contamination and take photo if observed. If contamination in fuel removed, look inside fuel tank for evidence of contamination ✓

This operation should take no longer than ½ hour. If you have any questions, don't hesitate to call me. Once you have completed this checklist, please send results and photos to Mike Folkerts, Bell Flight Safety and me.

Thank you very much for your support.

MARK C STUNTZNER

Air Safety Investigator | Bell Flight Safety

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