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To: **Josh Lindberg**
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Joe Averett IA/AP [REDACTED]
Averett Aircraft Service
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Subject: N327BK incident

On July 20, 2018, right engine on N327BK failed to start. Upon inspection we found fuel system contaminated with water. Robert Knight and I uncowed left engine and removed fuel nozzles to clean and inspect. I cleaned the fuel nozzles, as needed, using an ultrasonic cleaner. We purged left fuel tank and by sumping tank and removing fuel line at flow divider and flushed fuel with the electric boost pump. Reconnected fuel line at flow divider and checked fuel flow by measuring fuel volume at nozzles. About 3 ounces per nozzle was recovered per nozzle. Reinstalled nozzles. Ground run was good.

We then flow checked right engine using the same procedure. We did not remove the fuel nozzles. Fuel flows did match the left engine. No contamination was found. Ground run was good. At that point Bob said he was going to "take it around the patch". He ordered fuel and proceeded with his preflight.

Sincerely,
Joe Averett
Averett Aircraft Service, LLC.
[REDACTED]