



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person Contacted: Ray Peterson; FAA MSP FSDO Aviation Safety Inspector
NTSB Accident Number: CEN18LA300

Narrative:

Post-accident examination of the helicopter by a Federal Aviation Administration inspector revealed no useable fuel aboard and the fuel gauge indicated a little over $\frac{1}{4}$ tank of fuel. The fuel transmitter was of the resistive type manufactured about 1974 by Stewart Warner. The fuel transmitter's resistive element was corroded. The fuel transmitter was tested using an Ohm meter, and the resistive values were uncorrelated to float position. The inspector stated the operator had a new fuel transmitter in their parts department, which he tested, and found that the resistive values corresponded to float position, was operational, and had no anomalies. According to the inspector, the owner/operator stated, "pilots don't depend on those gauges – but they always stick the tank before departing so they know what they've got!"

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