



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person Contacted: Conner Campo, Fort Collins Loveland - Jet Center, Line Service
NTSB Accident Number: CEN20LA160
Date: April 24, 2020

Narrative:

Conner Campo stated during a telephone conversation that he was sitting in the line shack when he saw the airplane taxi from the runway. He said the airplane's right engine was not running, and the pilot was trying to start it. The engine did not restart, and the airplane continued to taxi to the ramp. Mr. Campo said that he asked the pilot if everything was "okay," and the pilot said, "yeah cut it a little close on fuel." He said the airplane was leaning "quite a bit" toward the right, which he attributed to a fuel imbalance.

Mr. Campo said there was "a lot" of fuel staining under the right wing and on top of the wing. He did not look at the left wing and did not know if the left wing had fuel stains. He said he looked in the airplane and did not see it equipped with ADS-B; he said that he did not know how the pilot was going to fly over the mountains. He said the airplane was equipped with a panel mounted Garmin 430 and a transponder with round knobs. Mr. Campo said he saw an oxygen tank in the airplane and did not know the amount of oxygen that was present in the tank. He said the pilot told the "girl at the front desk" that the airplane oxygen system was not working. Mr. Campo said the airplane did not have a pressurization system.

Mr. Campo said he topped off all three fuel tanks: left wing, right wing and fuselage tank. He filled over 60 gallons of fuel into the left wing tank, about 10 gallons into the right wing tank, and about 40 gallons of fuel into the fuselage tank. He said during fueling of the left tank, he had to push up the right wing up because it was leaning downward. He said the pilot knew exactly how much fuel the airplane was going to take. The pilot told him to make sure that the fuel tank cap on the fuselage was on tight because "the thing leaks." Mr. Campo said he double checked the fuselage fuel tank cap, and it was on "tight."

Mr. Campo said the engines sounded fine except for the pilot running out of fuel. He did not think the airplane was "very good" condition. He said the paint was chipped and scratched.

Mr. Campo said he and the other line service technicians "got a weird vibe from [the pilot]." The pilot did not tell him of the destination.

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