

From: [Liedler Courtney](#)
To: [Liedler Courtney](#)
Subject: FW: CEN20LA208 N3869W
Date: Monday, June 7, 2021 12:41:50 PM
Attachments: [image001.png](#)

Post-accident documentation from FAA Inspector, below.



Courtney Liedler
Air Safety Investigator
NTSB – Central Region Office
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
<https://www.nts.gov>

From: Ochsner, Perry (FAA) [REDACTED]
Sent: Friday, July 31, 2020 7:38 AM
To: Liedler Courtney [REDACTED]
Subject: RE: CEN20LA208 N3869W

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Hi Courtney,

I think you can release the aircraft. I'm done with it as far as records and mechanical items.

The fuel pump and hoses were removed by Fargo Aircraft Services. (you will get a bill for that). My inspection of the fuel pump and hoses revealed it is likely the failure of the engine driven pump that caused the fire. I say "likely" because of the extensive damage to the engine compartment and components. It makes it very hard to determine an exact cause.

My determination is based on the following:

- a. There are areas of high intensity heat damage that are concentrated on certain areas around the engine driven fuel pump. These areas present damage similar to holding a blowtorch on one spot.
- b. The mechanic pressurized the engine driven pump with fuel. The pump started leaking fuel immediately from the pump body. Under normal pressure with the boost pump activated, this fuel would likely spray.
- c. The boost pump would be activated during the engine start sequence, which is when this fire

erupted.

- d. The speed and intensity of the fire could only be from fuel. The fire happened within seconds of the start sequence.

I have attached pertinent aircraft records as requested. You'll notice a history of fuel pump issues with this aircraft.

1. On 1/22/2019, the fuel pump was replaced with a used fuel pump due to leakage.
2. On 11/29/2019 the fuel pump was replaced again but with an overhauled unit. (the mechanic will complete an SDR for this pump)

I will include my Inspectors Statement in a second email.

Thanks much,

Perry