



U.S. Department
of Transportation
**Federal Aviation
Administration**

Allegheny Flight Standards District Office
101 Towne Square Way
Suite 201
Pittsburgh, PA 15227

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INSPECTOR STATEMENT

I, Joshua D. Albrecht, aviation safety inspector, was a part of the investigation team that investigated the accident that took place on August 20, 2017 in Saint Marys, PA where N9526, a Bell 47G had to force land in a small field approximately 3 nautical miles from the airport (KOYM) due to loss of power.

During my inspection of the aircraft, I discovered that the aircraft's fuel tanks were intact and not damaged; they did not appear to have been dented or dislocated from the aircraft upon impact. During the in-depth examination of the fuel tanks and lines, there appeared to be no damage to the tanks or the immediate fuel system. While inspecting the interior of both fuel nacelles it was noted that there was very little fuel in each tank; we estimated it to be equal-to-or-less-than the unusable fuel amount listed in the RFM (Rotorcraft Flight Manual) for the aircraft.

During the interview of the pilot in command, Mr. James M. Delullo, he stated that he did visually check the fuel prior to the first flight but relied on the fuel gauge for fuel planning and management for the remainder of the flight(s). When asked about performance calculations, he stated that he figured an average burn per hour, but nothing further; no adjustments had been made for pressure, temperature or other performance metrics.

Overall, the aircraft suffered substantial damage with major damage to the main rotor and tail assembly and rotors.

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If you have any questions or need any additional information, please contact me at [REDACTED]
extension [REDACTED]

Prepared by:

Joshua D. Albrecht
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