



NTSB MEMORANDUM FOR RECORD

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Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 4/19/2022
Person Contacted: RANDY RYHAL (FAA Inspector)
NTSB Accident Number: ERA22LA192

Narrative:

The individual noted above provided the following information via a telephone call and an email memorandum. The below contents are a summary of what was reported:

- Approximately 2.5 gallons of Jet A (no deposits/contamination noted) was drained from the entire helicopter fuel system, via the aircraft sump drain system.
- The engine-driven fuel pump had residual fuel when checked.
- The airframe fuel filter had residual fuel (a few drops) when checked. It can hold about a quart of fuel.
- During the on-site investigation the PIC re-stated that the fuel gauge was on "E" at the time of the loss of engine power.
- During the on-site investigation the PIC stated that he flew 1.0 hours after commencing the accident flight with 25 gallons (167.5 lbs) on-board.
- The aircraft is not equipped with an "auto re-light" starter system.
- The aircraft is not equipped with a low fuel light.
- During the on-site examination, the PIC stated that he did not check the fuel pressure gauge during the loss of power event due to efforts to secure a landing.

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