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Air Safety Investigator
Western Pacific Region

Date: January 17, 2024

Subject: WPR23LA107 / N37FA, Engine and Airframe logbooks

Contact: Conrad Moreno, Maintenance / Director Role, Tri-Rotor

When I was provided the engine and airframe logbooks of N36FA the engine had been recently installed and it was difficult to determine an exact date and engine overhaul condition. Conrad Moreno was a maintenance employee of Tri-Rotor who left the company and then returned to the company as the director of maintenance.

A conversation with the maintenance director of Tri-Rotor, regarding trapped air vapor in the fuel system of inadequately purged OH-58 fuel delivery components was had with Army retired OH-58 test pilot Michael Ostermeyer. The possibility of trapped vapor escaping confinement during maneuvers associated with agricultural work was discussed. Michael spoke to his experience in the Army and the M250-C20 engine flameout likelihood due to inadequately purged fuel systems.

January 2024 in Yuma, AZ at Tri-Rotor, Conrad could not answer historical questions regarding the process of the "Purging the Fuel System procedure" or if it had been accomplished when performing the required 300-hour fuel filter change for N36FA. No record of the procedure being accomplished could be found.

A following warning was discussed from the Rolls–Royce M250--C20 SERIES
OPERATION AND MAINTENANCE OMM Scheduled Inspections

D. Purging the Fuel System

WARNING: FAILURE TO PROPERLY INSTALL, ALIGN AND TIGHTEN FUEL, OIL, AND AIR
FITTINGS AND TUBES COULD RESULT IN AN ENGINE FAILURE.

Conrad stated in his new position, he had been tasked with improving maintenance quality and documentation at Tri-Rotor.