



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: November 1, 2013
Person Contacted: Stephen Long
NTSB Accident Number: CEN13LA396

Narrative:

During a telephone conversation, Stephen Long stated that all of the 337 forms and yellow tags were there when he put the records together, and he did not know if all the records got transferred from the previous owner, Brad Stahl, to the current owner. He said there were yellow tags for the carburetor that was overhauled, the magnetos that were purchased, and the engine that was overhauled. There were 337 forms for "quite a few things." He said he "had no idea" if all those records were transferred to the new owner. Mr. Long said that he sent the 337 forms to the Federal Aviation Administration (FAA) in Oklahoma City. Mr. Long said the he and Mr. Stahl painted the helicopter. Mr. Long said there may have been some things that were sand blasted and that there was some bead blasting was done. He did not remember if sand blasting was done. Mr. Long said that he has a bead blaster. The bead blasting was not done with the engine installed but only for small parts. Mr. Long said that he heard of the accident and that there was silica sand in the carburetor and he could not believe that could happen with all the fuel filters in the fuel system. Mr. Long said that most of the helicopter was original and the original data plate was with the records that got transferred to the current owner. The data plate because of the era of the helicopter was a "replaceable part" and they had a blank data plate. Mr. Long said that it seemed like a good idea to put a new data plate on the helicopter. When Mr. Long was told that all that remained of the original helicopter was a data plate because it was involved in a previous accident, Mr. Long said no, that when he started working on the project, that had been in progress, it was "pretty much a complete" helicopter, which already had a tail boom and center frame. Mr. Long said they "made a few new cabin pieces," They bought a new bubble and all the normal things that need overhaul. Mr. Long said they had to buy a lot of small things. Mr. Long said the all the main pieces were there and he assumed they were from the original helicopter. Mr. Long said the when he started working on the helicopter; Mr. Stahl had just purchased it. Mr. Long said that the helicopter had been in storage at the Santa Maria Airport. Mr. Stahl was cleaning up and sanding some things down. Somebody referred Mr. Long

to Mr. Stahl to work on the helicopter. Mr. Long said that he did not think there was a mechanic that had been working on the helicopter prior to Mr. Long working on it. Mr. Long said that when he started the helicopter he said the helicopter had not been put together and that it was all in pieces. Mr. Long said about 60 percent of the helicopter was present in the form of pieces, none of which had been put together. Mr. Long said the pieces had been "cleaned up" and "a lot" of paint stripping had been performed. Mr. Long said that Mr. Stahl would probably know where all the helicopter pieces came from. Mr. Long was told that by the Investigator-In-Charge that there are no 337 forms in the FAA database. Mr. Long said that the 337 forms were there were "a quite a few." Mr. Long was asked by the IIC if he had copies of the 337 forms, and Mr. Long replied that he does have copies. The IIC requested copies of the 337 forms from Mr. Long who said he has some at home and he probably has all of the 337 forms at work.