

Lindberg Joshua

From: Gary Bipes <[REDACTED]>
Sent: Tuesday, June 25, 2019 4:45 PM
To: Lindberg Joshua
Subject: Re: NTSB Investigation N217JM - CEN19LA176

No INS. I TOOK A HIT ON THIS!!! But I am glad I did not sell it to the 2 people that wanted it. I had to do more testing on the engine when all by myself. Everything on the engine was working GREAT. So I thought now test loading. As I would not take anyone until I tested with ballast first. Well when I flew for apx 15 mn I felt great about engine. Temp. And response in throttle. So as I reduced per. The plane went totally up and down. I knew flying helicopters. That this was worse. I felt it was going to fail to fly. SO At 500 ft I felt I have to get down NOW .so I felt it was going to fail .I thought I had elevator flutter. AND HAD TIME TO PRAY some. But by diving down . Like chopper collective must be down. So I headed down hoping I would make it. When diving it seemed to stop shaking. UNTIL I STARTED TO STOP THE DESCENT. THEN it all went to HELL. I felt I did something on the trim motor.!! But had no stick pulling me hand. ED spotted the part that was bad. i feel all KOLB owners should be aware of this. As ED said hard to see .almost no way. I rebuilt the plane and ck all tubing for rust. And replaced al. most all bolts . And felt it was in good shap. i spent 6 months. and did tiedown test. And changed engines. Rebuilt both carbs. Engine was running almost wide open. As the throttle jammed. I did the mags. But nothing. SO I PRIMMED IT HARD TO OVERLOAD THE ENGINE TO STOP. Well sad this happened but being helicopter. 4500.0 hp. I did not wait to see what was going on!!!! That shake was way to violent .for something simple. Need MORE I think I gave you a detailed ride. I had aprox. 1.5 hrs in the air. Most was tie down. A short hops down the RWY. I feel that i was lucky i was not higher. Or there would be no report.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Lindberg Joshua <[REDACTED]>
Date: 6/24/19 2:47 PM (GMT-06:00)
To: [REDACTED]
Cc: "Martin, Edward C (FAA)" <[REDACTED]>
Subject: NTSB Investigation N217JM - CEN19LA176

Hi Gary,

I will be the NTSB Investigator In Charge for this investigation. Would you please complete the attached NTSB Accident Report Form 6120.1 and send it back to me when you're done? We will use this information to complete our report. Inspector Martin is shipping the H section to our lab today and we'll have it analyzed by your metallurgists. I would like to keep the entire airplane in our custody until our metallurgists can have a preliminary look at the components to ensure they don't need anything else. Once they get back to me in a couple days then I can release everything back to you. We will get this done as quickly as we can to decrease the downtime on your end.

Did you have insurance coverage on this airplane?

Thank you,

Josh Lindberg
Air Safety Investigator

National Transportation Safety Board

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