

TREE LINE

CRASH SITE

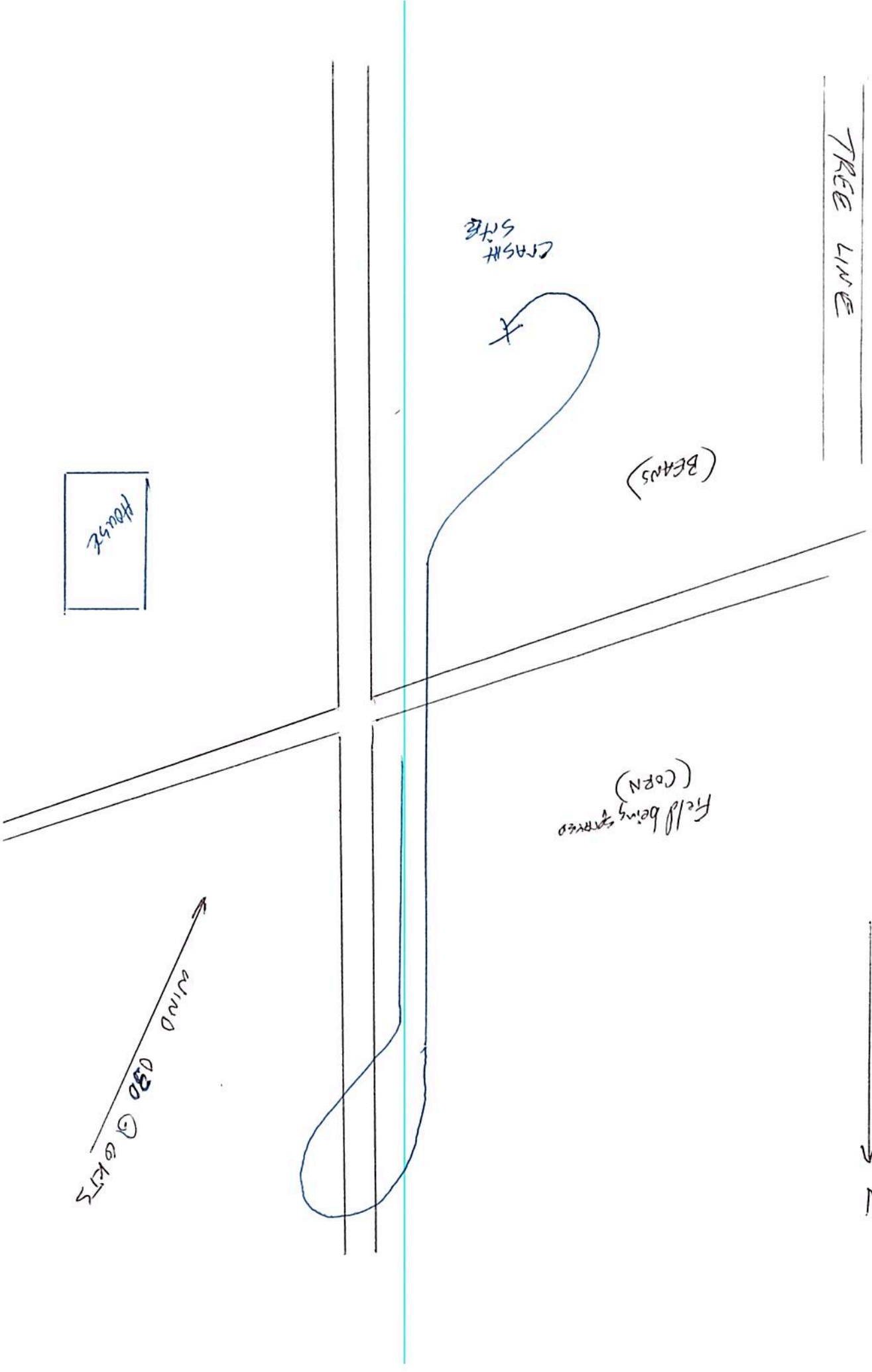
(BEANS)

Field being cleared
(CORN)

House

WIND 030 @ 6 KTS

N



From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN19LA230 - Additional Questions
Date: Thursday, July 25, 2019 16:25:43

1. When the needles split, can you please be specific on what needle was where during the split?

I do not remember exactly where the needles were, I do remember seeing the engine RPM below half... And the main rotor rpm was out of the green...

2. How much carburetor heat did you have applied at the time of the accident?

I had a carb heat pulled a little over half and had it out of the yellow, I noticed it was still in the same position when the FAA inspectors were inspecting the wreckage...

3. If you can recall any power settings prior to and during the accident sequence, that would be very helpful.

As I come out of the field I come back cyclic and down collective, I know I was below 15 inches... Once I level out I pull a little collective, I do not believe I ever made it over 21 inches... I know I was nowhere near the inches of the day which I believe it was 24.1...

4. If you can recall any altitudes prior to and during the accident sequence, that would be very helpful.

Unfortunately I do not remember what altitude I was... But I was approximately telephone pole and a half to two telephone poles high... At the South boundary of the field the terrain goes down a hill steep enough where the top of the hill covers a power line and Pole... So I would come up slightly to ensure I'm not hitting that wire, but I didn't have to climb too much more because I already had the poles cleared...

Also, can you please send me a copy of the loader's log?

I will get with my loader and see if I can get our loading paperwork... The FAA investigators did take a picture of those...

I hope this information helps!!!

On Thu, Jul 25, 2019 at 17:10 Hodges Michael <[REDACTED]> wrote:

Hi Jason,

Just had a few follow up questions if you don't mind:

1. When the needles split, can you please be specific on what needle was where during the split?

2. How much carburetor heat did you have applied at the time of the accident?

3. If you can recall any power settings prior to and during the accident sequence, that would be very helpful.

4. If you can recall any altitudes prior to and during the accident sequence, that would be very helpful.

Also, can you please send me a copy of the loader's log?

Thank you.

Mike

Mike J. Hodges, MS, AHP

Air Safety Investigator

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Response Operations Center (24/7): 1-844-373-9922

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From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN19LA230 (N459TA) - Additional Question
Date: Friday, May 22, 2020 14:39:07

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Yes

On Fri, May 22, 2020 at 15:37 Hodges Michael <[REDACTED]> wrote:

Thank you sir. Just to confirm – the carburetor heat assist device was unlatched for the flight?

Mike

Mike J. Hodges, MS, AHP

Air Safety Investigator

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“From tragedy we draw knowledge to improve the safety of us all.”

From: Jason Hurtt [REDACTED]
Sent: Friday, May 22, 2020 14:36
To: Hodges Michael [REDACTED]
Subject: Re: CEN19LA230 (N459TA) - Additional Question

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Yes and the carb heat was in use (pulled)...

On Fri, May 22, 2020 at 14:52 Hodges Michael <[REDACTED]> wrote:

Hi Jason,

I hope you are doing well.

I have a quick question for you about the accident with N459TA – did the helicopter have a carburetor heat assist device installed?

Thank you.

Mike

Mike J. Hodges, MS, AHP

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