

Hatch Craig

From: [REDACTED]
Sent: Monday, November 2, 2020 11:48 AM
To: Hatch Craig
Subject: Re: Accident statement, NTSB

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Mr. Hatch,

In answer to your questions, see items below:

1. I have never experienced this type of vibration before, in this helicopter or any other type of helicopter that I have flown in the past. Per the accident report, I have over 21,000 flight hours in various types of helicopters, including Bell 206B, Bell 206L, Bell 407, Bell 205, Bell 212, Bell 222, Bell 412, Bell 407, S-72, S-58T, AS 350, AS 355 and MBB 105. I have over 3,000 flight hours in this type (Bell 206B) helicopter. Just over 30 flight hours in the preceding 5 days. I have owned this helicopter for more than 11 years and never had a problem with it, other than normal maintenance. The loaner/rental blades were installed on this helicopter and had approximately 246 flight hours since the installation.
2. The duration of the vibration was less than 30 seconds. It came in at cruise flight at an airspeed of approximately 69 KIAS. It started as a slight vertical vibration and immediately intensified to a severe lateral vibration, making the helicopter impossible to control. The only noise associated with the vibration was a change from the normal rotor noise to that of a wind rushing noise, or whooshing noise.
3. The vibration intensified to the extent that I had little to no control of the helicopter during landing. I could not read the instruments because of this vibration.
4. As noted above, the vibration was in the main rotor system (Blades) and intensified rapidly and severely to the degree that the helicopter was uncontrollable.
5. There was no vibration in the anti-torque pedals. Most of the vibration was felt through the collective and airframe.
6. The helicopter was in straight and level flight and about 600 feet AGL. Just ending the game survey around 7 or 8 minutes earlier, headed back to refuel. We were about 7 miles from the refuel point when the vibration started.
7. I was informed that the helicopter crash site was about 100 feet short of our intended precautionary landing area.
8. I have received a number of photos of the crash site showing the remains of the helicopter and understand that the Texas Parks & Wildlife personnel have made a number of trips out to the crash site with other people. This causes me some concerns, because things may have been moved or taken. I was also informed that the wreckage remained on site for over a month before it was recovered. One of the photos shows one of the main rotor blades with separation down the trailing edge the entire length of the blade.

If you need any more information, please contact me.

Regards,

George Ezell
Pilot
[REDACTED]