

Stein Stephen

From: Darron Braymiller [REDACTED]
Sent: Thursday, November 10, 2016 5:32 AM
To: Stein Stephen
Subject: RE: ERA15LA155 - Party Member Factual - INPUT NEEDED (URGENT)

Hello Stephen

Sorry I but I have been away and am now just getting back. I see the changes Bill recommended and the paragraph you added. The report looks ok but I wonder the concentration on the bearings when they had no cause on the accident helicopter. I think maybe to clear the speculation with some in the RW community that the bearings had a cause in the accident.

Regards
Darron

From: Stein Stephen [REDACTED]
Sent: Wednesday, November 09, 2016 8:40 AM
To: Darron Braymiller [REDACTED]
Subject: FW: ERA15LA155 - Party Member Factual - INPUT NEEDED (URGENT)
Importance: High

Hi Darron – Do you have any remarks?

From: Stein Stephen
Sent: Tuesday, November 08, 2016 7:11 AM
To: Darron Braymiller [REDACTED]
Subject: FW: ERA15LA155 - Party Member Factual - INPUT NEEDED

Darron and Bill – The deadline for you both to respond to the NTSB draft factual report is tomorrow. Do you have any comments?

From: Stein Stephen
Sent: Monday, October 31, 2016 7:36 AM
To: [REDACTED]; Darron Braymiller [REDACTED]
Subject: FW: ERA15LA155 - Party Member Factual - INPUT NEEDED

Darron and Bill – I forgot to explain your role in the party process during our conversation last week. **As parties to the investigation, you may review and comment on the factual report (attached) before 11/9/2016.** Please direct your feedback to me and let me know if you have any questions.

Thanks,

Stephen

From: Stein Stephen
Sent: Wednesday, October 26, 2016 4:00 PM

To: [REDACTED]
Subject: ERA15LA155 - Party Member Factual - INPUT NEEDED

Gentlemen,

Attached is the draft factual report to the accident that involved a Rotorway 162F experimental amateur built helicopter (N220AF), which occurred on March 14, 2015 in Indian Lake Estates, Florida. In accordance with 49 CFR Parts 830 and 831, and as a party to this investigation, you are encouraged to review the draft report and provide any comments and corrections.

Additionally, and in accordance with 49 CFR 831.14, you may also submit written proposed findings to be drawn from the evidence produced during this investigation, a proposed probable cause, and/or proposed safety recommendations designed to prevent future accidents. You may utilize any format or means of transmission that you desire. Be advised that, under Section 831.14, your submission will be placed in our public docket.

Please submit your comments and corrections no later than **November 9, 2016**.

Should you have any questions, please feel free to contact me.

Best Regards,

Stephen

Stephen Stein
Air Safety Investigator
National Transportation Safety Board

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Stein Stephen

From: [REDACTED]
Sent: Tuesday, November 08, 2016 9:03 PM
To: Stein Stephen
Cc: [REDACTED]
Subject: Re: ERA15LA155 - Party Member Factual - INPUT NEEDED

OK, sounds good.

Bill

-----Original Message-----

From: Stein Stephen [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Sent: Tue, Nov 8, 2016 8:16 pm
Subject: RE: ERA15LA155 - Party Member Factual - INPUT NEEDED

Hi Bill,

I added the following paragraph to the factual report based on your comments below...please let me know if you have any further remarks..

According to the bearing manufacturer, the functional test results on the accident bearings were consistent with the results of new bearings. He further stated that a blackened appearance of the outer surface resulting from micro-scaled extrusion will show during the first 23 flight hours under normal thrust loads and oscillations, but "has no affect upon function."

Stephen

From: [REDACTED]
Sent: Tuesday, November 08, 2016 3:41 PM
To: Stein Stephen [REDACTED]
Cc: [REDACTED]
Subject: Re: ERA15LA155 - Party Member Factual - INPUT NEEDED

Stephen, here are my comments for the record.

[REDACTED]

The two subject elastomeric thrust bearings were made on 11/19/2013, and were therefore about 16 months old at the time of the accident. At the time of inspection by the manufacturer on 03/29/2016, they were about 29 months old.

Visual inspection at that time revealed the normal appearance of this type of elastomeric bearing after being subjected to thrust loads up to 20,000 pounds while oscillating at 550 cycles per minute at an amplitude of +/- 3 degrees or more after 23 flight hours, namely, a blackened appearance of the outer surface resulting from micro-scaled extrusion of the outer few thousandths of an inch of each of the many thin rubber layers. This has no affect upon function.

The results of tests run by the manufacturer on 03/29/2016 for torsional stiffness, hysteresis, and bulge were in the same

ranges as those of new bearings.

-----Original Message-----

From: Stein Stephen [REDACTED]
To: Darron Braymiller ([REDACTED])
Sent: Tue, Nov 8, 2016 10:16 am
Subject: FW: ERA15LA155 - Party Member Factual - INPUT NEEDED

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Stephen Stein

Air Safety Investigator

National Transportation Safety Board



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