

This is a record of interview with Jose Arriola, Airframe and Power plant mechanic at Tennessee Valley Authority (TVA) on 3 Aug 2016 at 1:54 pm at TVA Aviation facility (530 airport rd. Muscle Shoals AL 35662). The interview was conducted by Federal Aviation Administration, Aviation Safety Inspector Karlton R. White II, at the request of National Transportation and Safety Board Investigator Ralph Hicks. The interview was conducted in regard to the accident involving helicopter N427TV, a Bell 407 sn.54106 that occurred on 11 July 2016 at 1123 CDT, at Hickory KY (NTSB # ERA16FA248). The helicopter was operated by the TVA under public use but maintained to CFR part 91 standards. Bell Helicopter Illustrated parts breakdown (BHT-407-IPB) 67-99-00 p.77 figure 67-19 Rev.8 dated 30 Jan 2015 was used for reference during the interview, and was provided to Mr. Arriola.

- 1) Was the pivot sleeve removed? (item 42, 67-99-00 p.77)
Mr. Arriola stated "No."
- 2) Does anyone remember removing the pivot pin on the collective lever assembly? (item 38, 67-99-00 p.77)
Mr. Arriola stated "Not that I'm aware of."
- 3) Is there any reason why anyone would have removed Collective lever pivot pin? (item 38, 67-99-00 p.77)
Mr. Arriola stated "He (David Ingersoll) did perform the 24 month flight control bolt inspection but not the pins, it's not covered on this inspection."
- 4) Were there any issues or problems with performing:
 - a) 24 month flight control bolt inspection- Mr. Arriola stated " No"
 - b) Swashplate tilt friction check- Mr. Arriola stated " Can't remember"
 - c) Anti drive link removal/reinstallation- Mr. Arriola stated "No issues with installation. I did install item 69,67 and 59" 67-99-00 p.77. (points to items on the picture), "Item 39 was installed already".
- 5) How many times have you performed Main rotor flight control bolt/Swashplate maintenance? Mr. Arriola stated, " this was the second Bell 407 I had worked on."
- 6) Are you trained /qualified on this (Bell 407, Main rotor flight control) system?
Mr. Arriola stated he has only been at TVA 4 months, and this was the second 407 he worked on the main rotor. He further stated he is not factory trained.
- 7) What was your state of being during the maintenance performed on Work order 1302 (6/20/16)? (Human factors, Well rested/tired, Stress at home/ work, distracted)
Mr. Arriola stated "Nothing out of normal."

- 8) How long had you been on shift when this work was performed? (main rotor)
Mr. Arriola stated "Roughly 4 hours"
- 9) How many days elapsed over the course of this inspection?
Mr. Arriola stated "Not sure on this job, but the aircraft was down for 21-24 days"
- 10) Describe the quality assurance process of the work performed.
Mr. Arriola stated "The mechanic who performed the work will get another mechanic to "back him up. Normally Gordon will look at flight controls".
- 11) In your own words, now that you've had time to mentally review the event, what do you believe happened that lead up to the crash?

Mr. Arriola stated "Lack of documentation of what items get pulled off, Like, no continuation sheet. We get pulled off to go do other work."

Mr. Arriola stated that the mechanic (David Ingersoll) who did the 24 month flight control bolt inspection was gone the morning that item 67, (67-99-00 p.77) was installed, And further stated that the functional check flight/track and balance was performed before he arrived.

After completing these questions Mr. Arriola reviewed the questions and answers. He made no changes or revisions. He initialed them individually and signed the front page under his name.

3 Aug 2016 1:54
Jose Arriola

8-3-2016

1) Was the pivot sleeve removed?

NO

2) Does anyone remember removing the pivot pin on the collective lever assembly?

Not that he is aware of.

3) Is there any reason why anyone could have removed Collective lever pivot pin?

Did for form 24 month (other moc) but not pins, (not covered on this insf).

4) Were there any issues or problems with performing:

a) 24 month flight control bolt inspection

NO

b) Swashplate tilt friction check

Can't remember

c) Anti drive link removal/reinstallation

NO issues with installation. We did install Item 69, 67 & 59
67-89-00 p.77.

Item 39 was installed already.

5) How many times have you performed Main rotor flight control bolt/Swashplate maintenance?

This was 2nd full 400 we had worked on.

6) Are you trained /qualified on this (Main rotor flight control) system?

Bell 407
has been at TUA 4 months.
Second 407 to work on main rotor head
Not factory trained.

- 7) What was your state of being during the maintenance performed on Work order 1302 (6/20/16)? (Human factors, Well rested/tired, Stress at home/ work, distracted)

Nothing out of normal

- 8) How long had you been on shift when this work was performed?

Approx 4 hours

- 9) How many days elapsed over the course of this inspection?

"Not sure on this job, but aircraft was down for 21-24 days."

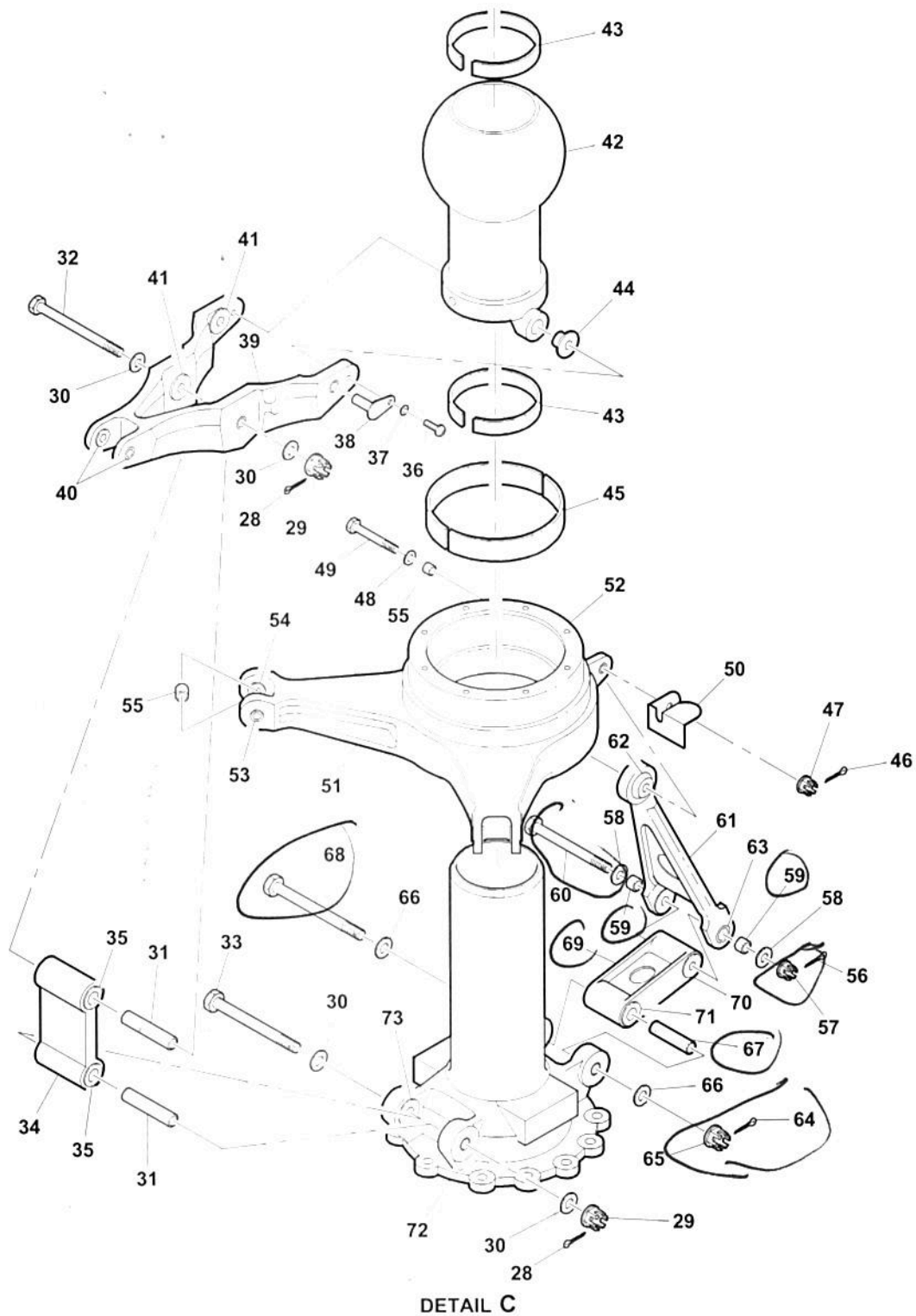
- 10) Describe the quality assurance process of the work performed.

mechanic who performed work will get another mechanic to "back him up". "Normally Gordon will look at flight controls"

- 11) In your own words, now that you've had time to mentally review the event, what do you believe happened that lead up to the crash?

"lack of documentation of what item was pulled off".
"was pulled off to go do other work", "like no continuation sheet".

mechanic who did 24 main insp was gone the morning that Item 6.2 was installed, and functional check flight/track & balance was performed before he (David) arrived.

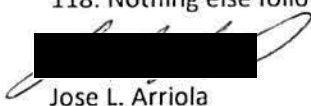


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Figure 67-19. Swashplate and Support Assembly (S/N 53000 Thru 54299, 54300 and Subsequent)
(Sheet 2 of 2)

To whom it may concern,

This statement is in reference to aircraft 427TV's main rotor flight control area. I Jose L. Arriola installed the Anti-Drive lever assembly that was previously removed. I installed the component, spacers, bolts, nuts, and cotter pins IAW the Bell 407 Maintenance manual, paragraph 67-173 section 15 and fig 67-118. Nothing else follows.



Jose L. Arriola
A&P Mechanic