



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 14, 2018
Person Contacted: Cheryl King
NTSB Accident Number: ERA17LA163

Narrative:

FAA Inspector Cheryl King was contacted by phone on April 21, 2017, at 1350 EDT. She was called at [REDACTED]

She indicated the accident occurred on April 20, 2017, at 1430 UTC. The accident site was located was S. Kirkman Road and Sandlake, or at 28°27'00.32" north latitude and 081°28'14.02 west longitude. There were 2 passengers on-board with no injury. The pilot was Steven J. Kilcourse. She will provide his pilot certificate information.

The synopsis of the accident flight was that while flying at 600 feet, the pilot felt alarming vibrations, and the main rotor rpm went to 0, and the engine tachometer decreased to between 60 and 70%. He entered a descent for an autorotative landing, and impacted hard. The main rotor contacted the tailboom and chopped it off.

The helicopter was operated by Air Florida Helicopter Charters, Inc., under Part 91 as an "Air Tour Operator." Their address is [REDACTED] Orlando, Florida [REDACTED] and the contact is Carlos Guarilha, whose cell phone is [REDACTED] and e-mail of [REDACTED]

She examined the helicopter on April 20, 2017. There were no discrepancies with the flight controls. She was again examine the helicopter on April 24, 2017.

The digest was reviewed with her during the call and she agreed with the content.



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Mr. Carlos Guarilha was contacted by phone on April 21, 2017, at 1550 EDT. The phone number was not recorded.

He indicated that they have flights ranging from 3 to 15 minutes. The accident flight, called Flight 3, is planned to be 6-7 minutes in duration. That flight goes by Sea World, I-4 to Universal, and then return to 2FD7. The accident flight departed 2FD7 on the 1st flight of the day, and while flying at 600 feet, returning to 2FD7, the pilot heard a bang. He looked at the instrument panel and noted the engine rpm dropping. The pilot executed an autorotative landing on uneven grass. The total flight duration was about 5 minutes, and the accident occurred between 1000 and 1015.

He was asked if the helicopter had any type of engine or video recording devices. He indicated that it only had analog gauges, and their helicopters are not equipped with cameras.

They do not have a load manifest, but they do weigh people which they document on their "Flight Schedule." The helicopter had 18 gallons of fuel on-board. The 2 passengers paid cash, and were not injured.

He was asked if they had previously any issues related to the airframe or engine. He indicated that about 20 hours earlier, they had a stuck valve issue. They removed the cylinder and took it to a local repair station.

The digest was reviewed with him during the call and he agreed with the content. He was asked in an e-mail the same day at 1713 EDT, to provide the "Flight Schedule."



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FAA Inspector Cheryl King contacted NTSB by phone on April 24, 2017, at 1340 EDT. The phone number was not recorded.

She indicated that the engine will be removed from the helicopter. She was asked if they could examine the engine for a “stuck valve” and she advised they would. She was also asked if the engine could be placed in a test cell and operated. She advised that was possible.

She indicated that the helicopter sustained a fractured hangar bearing bracket on the tail rotor drive shaft. She did confirm drive train continuity from the main rotor thru the transmission to the point where the tail rotor drive shaft was fractured due to contact by the main rotor blade(s). One magnet associated with main rotor rpm was broken off and was not located. They will check the deck.

She relayed that the operator had a previous issue with the No. 2 cylinder that was changed due to low compression.

The digest was reviewed with her during the call and she agreed with the content.