



NTSB RECORD OF CONVERSATION

Adam Gerhardt
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Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 2/1/2018
Person Contacted: Roger Buis (Aviation Safety Inspector)
NTSB Accident Number: ERA18LA068

Narrative:

The following is a summary of a conversation that occurred with the individual named above. The FAA inspector reported the following findings during an engine examination, on 2/1/2018:

- The engine compression was checked with a cold engine. The results were provided via an inspector statement.
- According to the maintenance records, the oil was changed every 25 hours.
- The fuel and oil were observed as clean without abnormalities.
- The engine started and ran smooth. At the maximum idle speed, both magnetos had an acceptable drop.

The FAA inspector queried the accident flight instructor on his past flights in this helicopter after the engine examination. The flight instructor reported that 3 days prior to the accident, as he was flying straight and level, he would occasionally feel a “tiny bump.”



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The following are excerpts from an FAA inspector statement concerning findings from the engine examination:

“The bottom spark plugs were removed from all cylinders and a compression check was performed. The results were as follows: #1 75/80 #2 74/80 #3 68/80 #4 20/80 No. 4 was low and while looking at the gauge a metallic snap or click was heard and the pressure jumped to 40/80. The pressure was released and the engine was spun over for approximately 15 seconds using the battery and the starter. The compression check was repeated on #4 cylinder and the results were 78/80.”

“The [No. 4] cylinder was removed, and the valves were visually inspected. After removal of the #4 cylinder the exhaust valve slid right out of the valve guide with no effort. The exhaust valve had a very thick coating of lead and carbon build up on the parts that did not touch the valve seat or the valve guide. The intake valve had very little movement and would stick tight when it from being removed from the valve guide. The intake valve had to be removed with a drift punch and a hammer. The valve stem of the intake valve was scared up in the upper portion.”

“A wobble test was performed and the exhaust valve had approximately 5 to 10 thousands side play (side play is good) but the intake valve had zero side play (not good).”