



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

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The following information was sent by e-mail from Dwight Junkin of Composite-FX on May 21, 2018, at 1701 EDT. The factual observations were copied and placed into this document.

“Post crash inspection results done on May 17, 2018 on Mosquito helicopter MXE1036.

Air frame and drive train inspection shows extensive damage do to post impact fire consuming most of the air frame and approximately 25 percent of the tail boom. Tail rotor gear box was torn from its mounts and departed the aircraft on impact. All controls and drive shaft to the tail drive system all accounted for and seem to be in working order prior to impact.

Rest of drive train components all accounted for but where in very bad condition do to fire. Concentrating on engine we removed spark plugs first color of plugs indicated they where running in a lean condition a lot of of black and wight color crust indicated from fire extinguishing but under lying color a light smoky gray color. Contrast to the light brown color desired that shows ideal mixture.

Removed cylinder heads second no carbon build up indicated on pistons small amount of crust on top of pistons from fire distinguishing no evidence of rich fuel no cylinder scoring sealing O-rings still intact and evidence of oil from oil injection system present. Removed both cylinders all water ports open no cylinder scoring with more evidence of oil from oil injection system present. All piston rings where free and no carbon seizing them up. All wrist pin bearings and connecting rod bearings to crank where intact and free spinning. Split the crank case crankshaft was intact all main bearings spinning freely and showed no signs of seizing or spinning in case half's.”