



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 30, 2018
Person Contacted: Jose Rivera
NTSB Accident Number: ERA18LA183

Narrative:

Mr. Rivera was interviewed at the hangar where the wreckage was stored on August 29, 2018, at 1116 EDT. Also present for the interview were FAA inspector Ariel Rodriguez, Dave Riser, from Rolls-Royce, and Gary Howe from Bell Helicopter.

Mr. Rivera indicated that with respect to the aluminum oil carrying line that he recently replaced, the pilot called him and advised him of oil leakage. He removed a cover from the interior roof of the cabin and noticed leakage from a small diameter oil line. The pilot ordered the line, and he installed it. He then checked the oil and added less than 1 quart. He showed the group the oil tank dipstick marking noting where the oil level was after he added the oil. He also showed a new oil can of Mobile Jet Oil 254 that was in the hangar which was the same that he added. The pilot ran the engine and then hovered the helicopter, there were no leaks. Afterwards the pilot advised him that the torque reading was perfect.

The digest was reviewed with him during the interview and he agreed with the content.

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0930	DATE 07/03/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Jose L Rivera			
Location : Local FSDO Office, San Juan PR			
SUBJECT N10CV Bell Helicopter 206B Accident at Rio Grande, PR			
DIGEST			
On July 03, 2018, an interview was conducted by ASI Zayas, ASI Gonzalez and ASI Rodriguez all from the San Juan FSDO Office, to Mr. Jose L Rivera, A&P # [REDACTED], last person who conducted maintenance on the helicopter N10CV before the accident. He was asked about what maintenance he performed 2 days before the fatal event, he stated that he replaced an oil pressure torque tube assembly, as a result of a discrepancy noted by the pilot Carlos J Virelles, where he found an oil leak coming down from the top cabin area behind the front seats where the control tubes are enclosed. After the tube replacement, the helicopter was released for a leak check and found ok by the pilot/owner who commented, the helicopter was better than ever since the torque check indication was not fluctuating anymore as it use to do prior to the tube replacement. Rivera stated he installed new tube with same part number IAW the helicopter Maintenance Manual Instructions and also performed a 25 hrs inspection IAW 100 hrs. progressive inspection event #1. He states that the progressive maintenance program was implemented when he received instructions from the helicopter owner Mr. Carlos J Virelles, after he consulted with Bell Helicopter factory advisors. Mr. Rivera mentioned that he was aware that the helicopter transmission was high in operating hours and also he states that the helicopter was always kept in excellent cleaning condition by the pilot/owner.			
CONCLUSION, ACTION TAKEN, OR REQUIRED At this time, an investigation is been conducted to established the cause of the accident.			
DATE 07/03/2018	TITLE ASI Ariel D Rodriguez	SIGNATURE	