



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

May 9, 2019

Subject: N519P, Bell OH-58A, 03/13/19, Ponte Vedra Beach, Florida, NTSB Investigation ERA21LA126

On March 27, 2019, an initial inspection of the helicopter was performed at the operator's facility in St. Augustine, Florida. Present were NTSB Investigator Dan Boggs, and Rolls Royce Investigator Jack Johnson. After the exam, Mr. Boggs and Mr. Johnson provided the following information via telephone:

- The engine was rotated by hand with no binding noted
- No "Hot Spots" were present
- There were no marks indicative of thermal damage on the centrifugal compressor
- All fuel and pneumatic line fittings appeared to be "tight"
- All of the torque stripes on the fuel system "B nuts" were intact and undisturbed.
- The starter functioned normally
- When the starter was activated, no fuel exited at the fuel spray nozzle.
- The fuel lines required bleeding to flow fuel through the boost pump outlet, and there appeared to be air in the fuel lines during the bleeding process.
- The fuel lines were pressurized with compressed air, with no leaks detected

On May 9, 2019, a test run of the engine was performed at the engine manufactures facility with oversight from FAA Inspector Peter Mirales of the Philadelphia Flight Standards District Office. The engine met all of the manufacturer's performance standards on the test cell, with no anomalies noted.

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