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OAS-Eastern Region Aviation

Date: May 17, 2023

Subject: ERA23LA205, Record of Conversation/Interview

Contact:

Mr. Tom Jones, owner of Jones Aircraft Company, LLC, owner of N789LH, a Schweizer 269C, SN S1911, contacted NTSB by phone on May 17, 2023 at 1441 EDT. He provided a cell phone number of [REDACTED] which was the number he called from. He also provided an e-mail address of [REDACTED]

At the beginning of the call he advised that he was wondering about the release of the helicopter. I mentioned to him that I had met with Federal Aviation Administration (FAA) airworthiness inspector Joseph Kachinski of the FAA Nashville Flight Standards District Office last week and during that meeting inspector Kachinski showed me a video of a postaccident engine run that was performed of N789LH. During that engine run the engine was heard to be cycling or surging.

Mr. Jones indicated that he ran the engine postaccident with FAA inspectors present and indicated it ran perfect with no discrepancies. He indicated that he ran the engine to 1,600 rpm for between 3 and 5 minutes with no issues. He was not able to run it any higher rpm with the rotor disengaged.

He was asked the following:

Did you check the magnetos during your engine run?

The Mag check should be done at 2500 rpm and can't be done correctly at 1600 RPM. With in the POH it clearly states under caution. Since he did not achieve that rpm, any check would have been unreliable.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

In an e-mail to Mr. Jones on May 17, 2023, sent at 1514 EDT, Mr. Jones was asked to provide a, “Signed dated statement on your letterhead with your name and pilot certificate number advising the date and time of the engine run, what rpm it was ran to, how long it was run, why it could not be run to full throttle, and how the engine performed. Please also advise if you did a check of the magnetos and if so, what were the drops.”

E-mail tracking indicated he read the NTSB Request for a statement e-mail at 1515 EDT.

The interview ended at 1448 EDT.

The digest was e-mailed to him for review on May 17, 2023. He replied the same day at 1616 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him and FAA inspector Kachinski on June 7, 2023.