

From: [REDACTED]
To: [REDACTED]
Subject: RE: Airbus Helicopters sn 8646
Date: Friday, May 3, 2024 10:15:21 AM
Attachments: [REDACTED]

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All,

Sergeant Doyle, thank you for the information. Sorry for my late response I am not in the office today.

I have gone back and looked at the pictures I took Thursday morning when we removed the tail rotor drive cowlings at the accident site and I can confirm your findings. Please reference the attached pictures that I took Thursday morning:

1. #0646-This is the most aft hangar bearing in which the left bolt (closest in the picture-picture is taken from the left side of the tailboom looking to the right side of the aircraft) is not installed.
2. #0659-This the same aft hangar bearing, picture taken from the right side of the tailboom. The bolt securing the hangar bearing mount assembly appears to be just finger tight-no threads are exposed beyond the nut.
3. #0647-This is one of the other hangar bearings.

Thank you for bringing this information to our attention.

Mark V. Keefer
Principal Maintenance Inspector
Tampa FSDO/AFG-800-SO35
Office: [REDACTED]
Cell: [REDACTED]

Visit <http://generalaviationawards.com/> to nominate your outstanding Maintenance Technician, Avionics Technician, Flight Instructor, and FAA FAAS Team Representative.

From: Brian Rayner [REDACTED]
Sent: Friday, May 3, 2024 8:58 AM
To: JASON S DOYLE [REDACTED] Keefer, Mark (FAA) [REDACTED]
Subject: RE: Airbus Helicopters sn 8646

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Sgt. Doyle,

Thank you so much for this. Do you have photos of the hardware as found? Could I also have a photo

of an intact hanger bearing? With torque-seal markings?

Standby before you start verifying torques and whatnot. We may want other assets there when you do.

Thank you again for the prompt update, and I'll be back in touch soon.

v/r

Brian

Brian C. Rayner
Senior Air Safety Investigator
NTSB-ERA
490 L'Enfant Plaza East, S.W.
Washington, DC 20594



From: JASON S DOYLE [REDACTED]
Sent: Friday, May 3, 2024 8:33 AM
To: Mark Keefer, FAA [REDACTED]; Brian Rayner [REDACTED]
Subject: Airbus Helicopters sn 8646

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Mr. Keefer and Mr. Rayner,

Good morning- Our Airbus AS350B3e sn 8646 has been recovered and made it back to our facility located at [REDACTED] Tampa FL 33610 about 2020 last night. All notifications have been made that the aircraft is still under investigation and shall not be disturbed. During our recovery process, it was observed the bolt for the aft tail rotor drive shaft hanger bearing on the left side was not attached and laying within the drive shaft cowling area, not damaged (see attachment Aft Tailrotor Driveshaft Bearing 4.jpg). The nut on the right side of the hanger bearing was backed off with little to no threads exposed. Additionally, there are no fresh torque strips on any of the tail rotor drive shaft hanger bearings. These observations will be documented in our internal investigation with additional observations documented when we are allowed to verify the torque of the other hanger bearing attachment bolts. In the next few days, as our internal investigation continues, we will be reviewing the inspection checklists to attempt to identify how this occurred. Please feel free to call me with any follow up.

Mr. Rayner,

The Vision 1000 will be sent out today. I will follow up with tracking information when it is available. I will still be available for your 10am phone call.

Sergeant Jason Doyle
Hillsborough County Sheriff's Office
Aviation Section - Homeland Security Division
SRT Statewide/Tampa Region RDSTF Aviation Coordinator

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