



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
General Aviation Accident Investigation Division (AS-20)

Date: January 19, 2016
Person Contacted: Mr. Andy Danovaro (Director of Maintenance)
NTSB Accident Number: GAA16LA056

Narrative:

The following is a synopsis of the information provided by Mr. Danovaro in an email conversation.

- All of the main rotor blades received a small amount of foreign object debris (FOD) damage at middle cord line near the tips. This damage was the result of FOD from the Fenestron after the towel was ingested.

Mr. Danovaro provided the following list of parts that will be replaced and repaired.

PERFORM TAIL ROTOR FOD INSPECTION IAW MANUFACTURE RECOMMENDATIONS
PERFORM HARD LANDING INSPECTION IAW MANUFACTURES RECOMMENDATION
REMOVE TAIL BOOM AND FENESTRON SEND TO AIRBUS FOR REPAIRS ESTIMATED 4 WEEKS
PAINT TAILBOOM AND FENESTRON PER CUSTOMERS LABOR
MAIN ROTOR BLADE REMOVAL SEND TO AIRBUS FOR EVALUATION
TAIL ROTOR ASSY REMOVAL AND REPLACEMENT
REMOVE AND REPLACE TAIL ROTOR DRIVE SHAFT FLEX COUPLINGS
REMOVE THE TAIL GEARBOX AND SEND TO AIRBUS FOR INSPECTION IAW AIRBUS SCOPE OF WORK. PRICE WILL BE SAME AS OVERHAUL PRICE LEAD TIME 4 WEEKS