

Swick Andrew

From: Gary Moseley [REDACTED]
Sent: Wednesday, December 10, 2014 10:46 AM
To: Swick Andrew; Gary Moseley
Subject: Discussions with Claus Hauer

I spoke with Claus on two occasions concerning the M/R blades on the Shelton's machine. He called a couple of weeks or so back about the P/C attach hole on the P/C horn of one of the blades being elongated and was wanting some info and advice about how to address the issue. I recommended sending both blades to an approved facility for inspection and repair.

He called me the evening prior to the accident and we discussed at length the tracking and balancing of these blades. Claus used the Micro Vibe system and I use the Vibrex 2000 with a strobe for tracking. He stated that he couldn't get the blades to track any better than a 1/2 inch separation, but the rotor system would balance to .22 IPS. He also stated that he was trying to change the track with the trim tabs. I told him that I always track to less than a 1/4 inch separation while hovering using fine adjustments on the P/C links, then track through all flight regimes and fine tune with the trim tabs. I never try balancing until I have the blades tracking on the same plane. I recommended that he look at the entire rotor system real close because something was a miss, even check the swashplate shimming and teeter bolt bearings and friction. I have had a similar issue and found the swashplate needed reshimming.

We never discussed the P/C horn issue again, but Mark Shelton told me that the blades were sent out for repair.

If I can be of any further assistance please contact me. [REDACTED]

Gary Moseley
[REDACTED]
[REDACTED]