

From: [REDACTED]
Subject: RE: MORE Questions RE: UPDATE RE: N805LA Accident
Date: Tuesday, March 14, 2017 3:24:06 PM

Dear Mr. Huhn:

I apologize for the delay in responding to your questions. We spent all day with the FAA SEIT team, along with the FBI and Homeland Security. We also were working out the medical and airline details of getting our pilot to the Philippines as his back injury turned out to be more severe than originally diagnosed.

We will get you the information before the end of the work day.

Thank you for your understanding,

Rufus Crowe

From: Huhn Michael [mailto:[REDACTED]]
Sent: Wednesday, March 15, 2017 2:08 AM
To: phillip kapp
Cc: Rufus Crowe
Subject: RE: MORE Questions RE: UPDATE RE: N805LA Accident

ALL

To be clear, I still require responses to the questions below (except as crossed out) irrespective of the fact that the team had an opportunity to examine the helicopter and speak with the pilot.

Thank you

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
[REDACTED]

From: Huhn Michael
Sent: Friday, March 10, 2017 9:58 AM
To: 'phillip kapp' [REDACTED]
Cc: Rufus Crowe [REDACTED]
Subject: RE: MORE Questions RE: UPDATE RE: N805LA Accident

ALL

Thanks for the response, but this raises more questions/requests, as follows:

1. The initial report and the subsequent NTSB accident report (6120) filed by Mr Crowe indicated 2 POB with "minor" injuries, but your email now states that the pilot is hospitalized 2 weeks after the accident, which is a significant discrepancy - So I need to know how many people were on board, their injuries, their status and their location(s) and contact information
2. Also provide an explanation as to why the discrepancy re pilot injuries
3. ~~I need to interview the pilot, likely next week, so I need to be able to determine when and how to do that, which requires contact information and availability/schedule. As you may know, he is entitled to a representative of his choice if desired~~
4. Clarify who was the employer of the pilot for this flight
5. I also need to interview any other person(s) on the helicopter; they of course are also entitled to a representative of their choice. Again I need their contact info and availability if known
6. Clarify the role(s) and employer(s) of all other persons on the helicopter
7. Verify the injury status of any other person(s) on the helicopter
8. Did you/Hansen obtain any verbal or written statements from the pilot and other occupants re the sequence of events- if so please provide
9. ~~The scanned document that you proffered as the "last inspection" is not a valid maintenance records entry. At some point I will need to see/review at least the last year's worth of mx records but for right now I am requesting the airframe & engine most recent inspection maintenance entries~~
10. Please provide a more detailed explanation of the relationship between Hansen and "Jims Air Repair"
11. The 6120 stated that this was a Part 91 operation. My understanding is that N805LA was operating from a Japanese fishing boat; please explain the arrangement b/t the helicopter ownership and its service on a Japanese boat, and also the rationale for why Hansen qualifies this as a Part 91 operation

Thank You

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region

[REDACTED]

From: phillip kapp [[mailto:\[REDACTED\]](#)]
Sent: Thursday, March 9, 2017 5:25 PM
To: Huhn Michael <[REDACTED]>
Cc: Rufus Crowe <[REDACTED]>
Subject: Re: MORE Questions RE: UPDATE RE: N805LA Accident

Mr. Huhn:

Please find attached the requested pictures and answers to your questions.

- a. Attached are pictures of airframe and engine data plates
- b. Attached is a scan of the last Inspection/Maintenance
- c. Rigoberto Linares is currently at the Guam Regional Medical Facility.
- d. I went through Rufus' notes and it appears that he typed 80 instead of 08 in the minutes.
- e. The mechanics are myself, Phillip Turner Kapp A&P [REDACTED] Supervisor and Antonino S. Padua Davao, Philippines, Ship Based Mechanic
- f. The helicopter remained upright
- g. Photos of severed boom fairing attached
- h. The aft portion of the tailboom is missing, pictures attached
- i. Jims Air Repair and Hansen Helicopters are affiliated companies.

We will be available anytime needed next week.

Regards,

Turner Kapp

From: Huhn Michael <[REDACTED]>
Date: Friday, March 10, 2017 at 9:26 AM
To: Rufus Crowe <[REDACTED]>
Cc: "[REDACTED]"
Subject: RE: re:MORE Questions RE: UPDATE RE: N805LA Accident

Mr Crowe

Thanks for the response- Hope you feel better soon

As I relayed to your administrative person, I wanted to get some preliminary answers to some specific questions, and then see about logistical/access arrangements for an NTSB team to come out early next week to examine the helicopter and maintenance records

Turner Kapp, you assisted me/NTSB with a Piper accident in Saipan a few years ago – can

you provide any intel as to whether a team could access the pilot and wreckage and maintenance records early next week?

thanks

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region

From: Rufus Crowe [[mailto:](#) [REDACTED]]
Sent: Thursday, March 9, 2017 3:18 PM
To: Huhn Michael <[REDACTED]>
Cc: [REDACTED]
Subject: re:MORE Questions RE: UPDATE RE: N805LA Accident

Mr. Huhn:

Sorry for not getting back to you yesterday, I've been out sick. I've forwarded your email request to Turner Kapp, our director of maintenance, and he's going to get you the information requested. I should be back to work [REDACTED] provided I can be away from a toilet for more than 15 minutes.

Best Regards,

Rufus Crowe

From: Huhn Michael [[mailto:](#) [REDACTED]]
Sent: Thursday, March 9, 2017 10:22 AM
To: Rufus Crowe
Subject: MORE Questions RE: UPDATE RE: N805LA Accident

Mr. Crowe,

Sorry for the additional questions ('d-i'), but as you are probably aware, that's the nature of these investigations. My original questions ('a' - 'c') are in the email below; you can answer everything here if easier

d) In your 6120 form/ report to the NTSB, the event site latitude was listed as "S01:80:55" which I believe is dd:mm:ss, but then obviously "80" is incorrect. Please provide a correct value if possible

e) My understanding is that while deployed on the fishing boat, the helicopter is accompanied by a mechanic. Please provide his/her name, certificate #, contact information, and current location

- f) Did the helicopter ever become immersed in the water (eg, via rollover) or did it remain upright
- g) Can you provide any photos of the damaged tail boom/ separation location?
- h) I presume the tail boom sunk & was not recovered, correct?
- i) Can you provide clarification/explanation as to the relationship between the owner /stated operator ("Jims Air Repair" in Vanautu) and you (Hansen Helicopter in Guam) as the filer of the accident report.

Thank you again

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: Huhn Michael
Sent: Wednesday, March 8, 2017 10:11 AM
To: 'Rufus Crowe' <[REDACTED]>
Subject: Questions RE: UPDATE RE: N805LA Accident

Mr Crowe,

In starting my investigation into this event, I am in need of the following additional info at this point:

- a. Photographs of the airframe and engine data plates
- b. Copies of the latest inspections (airframe AND engine)
- c. Pilot location and contact information (email & phone)

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: Huhn Michael
Sent: Wednesday, March 8, 2017 7:16 AM
To: 'Rufus Crowe' <[REDACTED]>
Subject: RE: UPDATE RE: N805LA Accident

Good Morning Rufus
I received your email, thanks. Will advise ASAP

Michael Huhn

Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: Rufus Crowe [mailto:[REDACTED]]
Sent: Tuesday, March 7, 2017 8:23 PM
To: Huhn Michael [REDACTED]
Subject: RE: UPDATE RE: N805LA Accident

Mr. Huhn:

The aircraft and records have been secured and we understand that they shouldn't be touched.

I'm not aware of any FAA inspector being assigned to this yet.

The helicopter is at our secure maintenance facility in Harmon, Guam.

The helicopter had a hard landing and the rotor blades flexed down and severed the tail boom. There is damage to the underside of the fuselage and aft boom fairing.

Best Regards,

Rufus Crowe

INTERIM INFO & QUESTIONS

- Until advised otherwise, no one (except FAA) should examine, disassemble, or conduct any maintenance on the helicopter
- The maintenance records should be preserved for possible examination
- Please identify the FAA inspector (if any) assigned to this event
- Please advise the location of the helicopter, and a contact person for access to it if applicable
- Please provide a brief damage description, with some photographs if possible

Thank you

Any questions, please do not hesitate to ask