



RECORD OF CONVERSATION

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Date: December 1, 2017
Person Contacted: Mr. Ed Aycock (Federal Aviation Administration Inspector)
NTSB Accident Number: WPR18LA029

Narrative:

During a telephone conversation with Mr. Aycock, he reported the following:

AIRFRAME:

- The postaccident examination of the airframe and engine occurred on November 29, 2017 with Bell Helicopters and Rolls Royce in attendance. Postaccident examination of the airframe revealed no anomalies that would have precluded normal operations.
- The fuel system was examined, and no pre-impact anomalies were noted.
- The fuel filter was removed, and no debris was noted.
- The hydraulic fluid reservoir was found empty and the screen was clear of debris.
- The tail boom was fracture separated consistent with main rotor blade contact.
- Both main rotor blades showed impact related damage
 - In addition, the blades exhibited warping due to slight spanwise deflection opposite of the direction of rotation, but with low inertia.
 - One blade was found cracked chordwise in the center section.
- Flight control continuity was established throughout the airframe.
 - There were several brakes throughout the drive train, however, all components were present.
- The transmission rotated freely by hand with no binding or abnormal sounds.
 - The chip detectors were clear of debris.
- The tail rotor hub and blades were still attached to the tail rotor gearbox on the tail boom.
 - One blade was intact while the other was broken chordwise at the doubler.
 - The tail rotor hub rotated freely by hand with no binding or abnormal sounds.

AIRFRAME PHOTOS:



Figure 1: Right Side of Helicopter



Figure 2: Left Side of Helicopter



Figure 3: Front of Helicopter



Figure 4: Instrument Panel



Figure 5: Main Rotor Blades



Figure 6: Tail Rotor Blades

ENGINE:

- There were no obvious visual signs of catastrophic failure.
 - All engine mounts remained intact
- Linkages to the power turbine governor and fuel control unit were secured with no anomalies noted
- All external air, fuel, and oil line connections were at least finger tight.
- The inlet barrier filter was dirty, but not obstructed
 - The bottom portion of the barrier filter assembly was fracture separated presumably during the accident sequence.
 - The barrier filter pressure switch was dislodged and loose within the assembly.
 - It displayed damage consistent with being ingested by the compressor.
- A washer, consistent with the one missing from the barrier filter pressure switch was found in the compressor inlet.
- The first stage compressor blades and compressor inlet exhibited damage consistent with foreign object ingestion.
- Foreign object damage was also noted within the compressor, and the case halves were pierced in several areas.
- The main transmission input shaft was fractured from the main transmission and displayed evidence of rotation after separation.
 - Circumferential scraping on the driveshaft was noted adjacent to the firewall opening.
- The N2 rotated freely and was continuous to the freewheeling unit output shaft.
- The N1 rotated freely once the compressor module was removed.
- The fourth stage and first stage turbine wheels did not exhibit damage.
- Black debris with a sludge-like consistency was noted throughout the gas path from the compressor to the combustor and turbine inlet.
 - It was mostly on the inner surface of the outer combustion case consistent with rotation of the N1 system.
- Both the upper and lower chip detectors were removed, and minor debris was noted.
- The aircraft mounted engine oil scavenge filter was examined with no debris noted.
- The engine pressure oil filter element was examined with no debris noted.
- Residual fuel was noted in the engine fuel lines.
- Fuel was present in the engine mounted fuel filters.
- The fuel pump was removed
 - It rotated normally
 - The driveshaft did not exhibit damage.
- The fuel nozzles were removed and unobstructed.
- The fuel control inlet strainer was examined and was not contaminated.
- The bleed valve was found in the open position.
 - The inner surface of the valve plunger was coated with black sludge-like debris.
 - The valve was removed, and the plunger extended with the normal amount of force.

ENGINE PHOTOS:



Figure 7: Engine Compartment

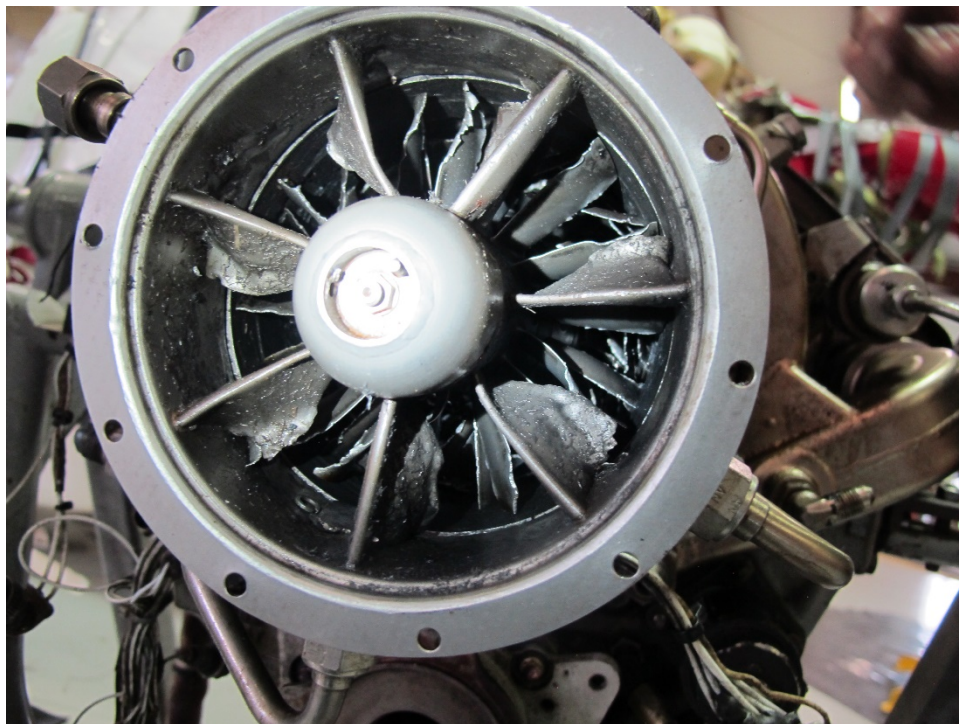


Figure 8: Compressor Inlet



Figure 9: Barrier Filter Assembly



Figure 10: The Main Transmission Input Shaft



Figure 11: Black debris in Outer Combustion Case

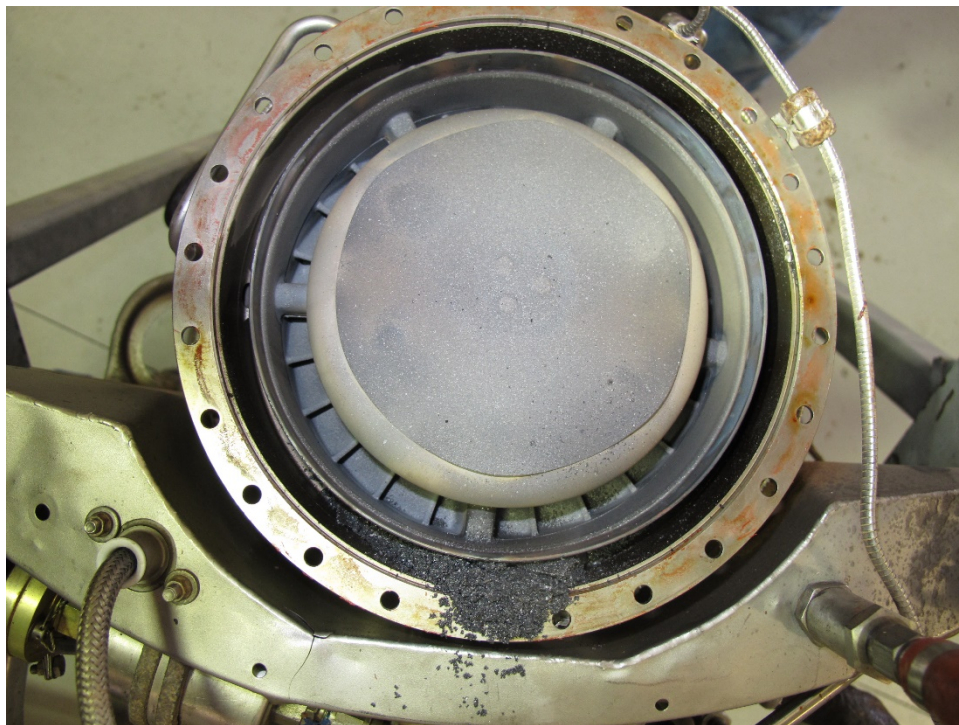


Figure 12: Black Debris in First Stage Turbine

END.

Submitted by: Samantha Link