



RECORD OF CONVERSATION

Samantha Link
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Date: April 10, 2018
Person Contacted: Albert Nixon (NTSB Air Safety Investigator)
NTSB Accident Number: WPR18LA031

Narrative:

During a telephone conversation with Mr. Nixon, he reported that flight control continuity was established throughout the helicopter with no anomalies that would have precluded normal operations.

During the postaccident examination, the collective and cyclic were manipulated within the cockpit, and corresponding motion was observed at their respective flight control surfaces, with no binding or grinding noted. The left anti-torque pedal was manipulated within the cockpit; it operated smoothly, and corresponding motion was observed where the tailboom was cut for recovery purposes.

The right anti-torque pedal was manipulated within the cockpit and it moved freely with no binding, however, there was no corresponding motion within the tailboom. The right anti-torque pedal control tube in the tailboom was then manipulated, and it also moved freely without binding, however, there was no movement within the cockpit. Further visual inspection revealed the control tube was fracture separated underneath the floor board due to impact related airframe deformation.

END.

Submitted by: Samantha Link