



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR18LA164
Aircraft Registration & Make/Model: N518Z / Bell 206B
Accident Location: Sander, KY.
Accident Date: June 5, 2018

The following is a synopsis of emails written in regard to the accident engine.

In an email from the Rolls-Royce party member, to the Honeywell Aerospace engineer/air safety investigator, he wrote:

"To make a long story short, we've tested the engine, engine controls and disassembled the PTG (which fell outside test standards). We found a tiny bit of debris in the Py filter, a bit more under the diaphragm and some corrosion on the Pr regulator valve seat, as well as some chafing on the Teflon tube. The unit was 0.0 TSO in February from Standard Aero with roughly 100 hours in service."

In an email, dated March 19, 2019, from the Bell party member to the original IIC, he initially recommended testing the Nr tachometer generator due to the pilot reporting that he observed the low rotor rpm light and heard the low rotor rpm audio alert. After acknowledging the pilot reported hearing the engine rpm decrease and then losing rotor rpm, after increasing the collective to clear wires, he thought that it might be a moot point to have the Nr tachometer generator tested.

In an email, dated August 31, 2020, from the Rolls-Royce party member to the replacement IIC he explained that after the engine test run the fuel control unit (FCU) and the power turbine governor (PTG) were removed from the engine. He explained that since the FCU met all the test parameters, it was determined that there was nothing to be gained from disassembly. Later the original IIC shipped the FCU to Honeywell Aerospace, but it was returned to the wreckage without being further examined.

The Rolls-Royce party member then explained that in regard to the PTG, it did fall outside of one test parameter, but the engineer/ air safety investigator for Honeywell Aerospace stated that it was inconsequential.

The final topic of the email was in regarded to the concern of the control arm of the PTG only travelling to the 95% position. The Rolls-Royce party member reported that 95% was the normal travel allowance.

Claim Number: _____

AIRCRAFT ACCIDENT WITNESS STATEMENT

NAME: Bryan A. Cox DATE OF BIRTH: [REDACTED] 65
ADDRESS: [REDACTED] SR 73
McDermott OH 45652
PHONE: (Day) [REDACTED] (Night) _____
EMPLOYER: Ohio Valley Elec Corp (Title) T&S Specialist
EMAIL: [REDACTED].com

Please circle the answers to the following questions:

1. Were you an occupant on board the aircraft? ☒ YES ☐ NO
If yes, were you:
a. the: pilot, co-pilot, flight instructor? Were you compensated? YES NO
☒ b. a passenger? Were you compensating the pilot, owner, or operator of the aircraft for this flight? ☒ YES ☐ NO
If you were not on board the aircraft, where were you located? _____

2. Did you receive any injuries? ☒ YES ☐ NO (If yes, please describe).

Lumbar Strain numbness in both feet
Rib Pain left side

If injured we will need your social security number as part of a Medicare Secondary Reporting mandate (Section 11 of Public Law 100-173):

SS# [REDACTED]

PLEASE DESCRIBE WHAT HAPPENED:

On 6/5/18 I was performing a routine aerial patrol utilizing helicopter N518Z owned + operated by Due North Aviation, LLC. At approximately 12:45 pm alarms indicated low RPM + we began to lose altitude. The pilot began directing the helicopter toward a farm field where we experienced an extremely hard "crash" landing.

[Signature]
(SIGNATURE)

6/11/18
(DATE)

(continue on additional page if necessary)

Figure 1. Statement made by the passenger