

From:

Subject:

Date:

RE: Updates re HAS (WPR18LA221)?

Tuesday, May 19, 2020 7:21:32 PM

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Hello Michael

I did stop by HAS in March [REDACTED], I remember during my visit and conversation with HAS DOM that they do not have any more of the four blade T/R and have not O/H any. They are no longer installed on their helicopters.

I looked into some work orders, spare parts room and inventory and did not see anything. Also, looked at the maintenance records for when that specific T/R work was done and the technician that worked on it is no longer there. I did talk with HAS DOM to walk me through the O/H process. He mentioned about the "cloth" and showed me how the process was done.

If you need additional information I will check my notes once I return to the office.

Juan

From: Huhn Michael <[REDACTED]>

Sent: Tuesday, May 19, 2020 5:10 AM

To: Sanchez, Juan (FAA) <[REDACTED]>

Cc: Kalilikane, Edwin (FAA) <[REDACTED]>

Subject: RE: Updates re HAS (WPR18LA221)?

Hi Guys

I don't see any response to this query

Can you please update me?

thanks

Michael Huhn

Air Safety Investigator

NTSB Western Pacific Region

M: [REDACTED]
[REDACTED]

From: Huhn Michael

Sent: Tuesday, March 17, 2020 10:31 AM

To: Sanchez, Juan (FAA) [REDACTED]

Cc: Kalilikane, Edwin (FAA) [REDACTED]

Subject: Updates re HAS (WPR18LA221)?

Hi Guys

Did you ever get to HAS to present them with the findings of the improper bearing installation and lack of mx records re same?

If so can I please get your synopses/findings/If not can you please advise when you expect that to occur?

Thanks!

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

From: Sanchez, Juan (FAA) <[REDACTED]>
Sent: Wednesday, February 5, 2020 12:21 PM
To: Huhn Michael <[REDACTED]>
Cc: Kalilikane, Edwin (FAA) <[REDACTED]>
Subject: RE: Questions re HAS (WPR18LA221)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello Michael

Ed forwarded this email to me.

Regarding your questions:

- HAS still operates MD-500's
- They operated 2 helicopters
- N369MH, yes its flying again
- If you agreed we would like to go and check on the issues with the tail rotor.(any in stock , and any that have been o/h by HAS and installed since the incident)
- In addition, to check with the DOM the o/h process that they are following.

We will give you a feedback of our surveillance.

Juan

From: Kalilikane, Edwin (FAA) <[REDACTED]>
Sent: Wednesday, February 5, 2020 9:30 AM
To: Sanchez, Juan (FAA) <[REDACTED]>
Subject: FW: Questions re HAS (WPR18LA221)

FYI

From: Huhn Michael [REDACTED]
Sent: Tuesday, February 04, 2020 2:45 PM
To: Kalilikane, Edwin (FAA) <[REDACTED]>
Subject: Questions re HAS (WPR18LA221)

Hi Ed

As I wrote in my previous email, doesn't look like HAS is being responsive to my queries

I can write the report without interviewing the DoM and finding out why they didn't install the teeter bearings properly

But the more pressing issue is for you (FAA) to be able to go in and determine whether any other occurrences of this happened

Questions

- a) Does HAS operate any MD-500's /369s etc
- b) If so how many
- c) Is N369MH flying again
- d) What do you need/want to be able to go in and both tell them what they didn't do right plus look for other same issues?

thx

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

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