



RECORD OF PHONE CONVERSATION

Fabian Salazar
Aviation Accident Investigator
Western Pacific Region

Date: August 29, 2018
Person Contacted: Fritz Bayer
Federal Aviation Administration
NTSB Accident Number: WPR18LA242

The following is a copy of the information provided by Mr. Bayer in an email interview on August 29, 2018.

“I am forwarding pics of the Swashplate Support / Gimbal Ring / Collective sleeve on N512TA. The low profile 12-point special bolt heads that connect the gimbal ring to the swashplate support and the inner ring show evidence of battering the collective sleeve for some time in flight, as the swashplate support ears failed in sequence. Evidence at the scene indicate that the main rotor and mast only rotated 1 or 2 revolutions, (if that), coming to a quick stop after first main rotor contact with the trees, and finally rocks, as one blade is destroyed, and the other blade nearly intact. The mast pole showed no deformation by the hub teeter stops. The many hits on the collective sleeve seem to indicate that the gimbal ring was unsecured for many revolutions of the mast, prior to the sudden stoppage.”



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Date: August 29, 2018
Person Contacted: Jared Dailey
US Forest Service
NTSB Accident Number: WPR18LA242

The following is a copy of the information provided by Mr. Dailey in an email interview on August 29, 2018.

“During my inspection of the incident aircraft, H-522, for probable cause, the following was found and corroborated by the FAA representative. (see attached IMG0529, IMG0527, and IMG0536);

- ~ The mounts of the swashplate support were broken off of the swashplate support and retained on the gimble assembly.
- ~ Significant damage and metal transfer/deformation to the area where the swashplate support to gimble assembly mounts were previously located, this type of damage is indicative of pre-impact damage.
- ~ Significant damage to the collective sleeve from the free movement of the gimble ring around the sleeve after the gimble had become free of the swashplate support. Damage indicative of pre-impact separation of the gimble ring from the swashplate support.

There was concern from the company’s representative that the Bambi bucket may have caught on an object causing the aircraft to become uncontrollable. This concern could not be substantiated as the condition of the bucket, long line and associated hardware was in good condition and showed little to no damage upon inspection.”