



MEMORANDUM FOR RECORD

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR18TA239
Aircraft Registration & Make/Model: Airbus EC-130 B4
Accident Location: Hilo, Hawaii
Accident Date: August 19, 2018

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Fabian Salazar.

Interview #1 Summary

Mr. Rory Haili (Mechanic Apprentice, Crew member)

Interview date and time: September 19, 2018, 11:30 PDT

On September 19, 2018, about 11:30 Pacific daylight time, I was contacted Mr. Haili, and interviewed him over the phone in regard to the EC 130 helicopter accident near Hilo, Hawaii. During the interview he stated that he was tasked to perform the main rotor track and balance. He and the pilot had completed the ground run and the hover checks. They took off to do the 80-knot and 120-knot vibration readings. They had completed the 80 knot readings and the pilot accelerated the helicopter to 120 knots indicated air speed (KIAS). About this time the blade tracking device stopped working properly. Mr. Haili told the pilot to return to the airport to correct the problem. Once on the ground, Mr. Haili, with the help of Travis Eastin, rerouted the wires for the track and balance device. He mentioned that on their first take off, Travis ensured the doors were closed correctly, but on the second takeoff he did not. On the second flight the same crew completed the hover checks and took off to do the 80-knot and 120-knot checks. The 80-knot check was completed, and they accelerated and completed the 120-knot check. Mr. Haili told the pilot to return to the airport. He said that as soon as the helicopter leveled off the door instantly opened and flew off the helicopter. He did not know that it entered the main rotor blade

system. He said he could feel a violent shaking of the helicopter. Mr. Haili also stated that he door must have fell into the ocean.

Interview #2 Summary

Mr. Edward Valdez, Honolulu Flight Standards District Office

Interview date and time: September 28, 2018, 11:30 PDT

From an email received by Mr. Valdez, "I have reviewed the records for N11QP. There are no other instances of door problems"

Interview #3 Summary

Mr. David Sellers (Director of Maintenance)

Interview date and time: December 12, 2018, 11:30 PDT

The following is an email communication between the IIC and the DoM.

1. Based on your shop inspection of the sliding door rails and the latching assembly on the helicopter, did anything appear to be out of tolerance or damaged in any way prior to losing the door? What about after losing the door?

Answer: I reviewed the log book, AAIP inspection check list with accompany discrepancy sheets and found no issues with the passenger door all the way back to January 2018. After the door departed damage from where the wind forcefully pulled it away was noted. We did replace all of the railing, ect. as good measure.

2. Have you or any other operators of the EC-130, that you know of, ever lost a door when it was secured?

Answer: We know of no other instance of this happening.

3. Did you or anyone else make any type of recommendations to changing policy at Blue Hawaiian Helicopters as a result of this accident?

Answer: All the doors and rails were re-inspected, and any significant or insignificant issue was address. Airbus has issued a new SB which we have included in our AAIP to check opening tension with a spring scale on the sliding door handle. This will be a new procedure for this door assembly. We are glad to see it.