

From: [Brent Lithgow](#)
To: [Salazar Fabian](#)
Subject: Re: Cargo hook Load cell
Date: Monday, March 9, 2020 1:22:05 PM

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Hi Fabian

I have to say I'm working on an assumption when I say the mechanics tracked that information from the AKV counter.

I say that because I've never tracked that information as a pilot for any operator I worked for so it was no different when I started with Josh.

Regards Brent

[Sent from Yahoo Mail for iPhone](#)

On Tuesday, March 10, 2020, 02:36, Salazar Fabian [REDACTED] wrote:

Brent,

Thank You for taking the time to help me out with this investigation. I am close to the end, but need to get a better understanding of how Josh and the mechanics tracked the engine cycles. The AKV Cycle Counter provided the information, but there seems to be a method for documenting the cycles in the daily logs that I need to fully understand. I am not there yet. You mentioned that the mechanics were responsible for taking the information from the Cycle Counter and placing that information in the daily logs. Will you please confirm that for me?

Regards

Fabian

From: Brent Lithgow [REDACTED]
Sent: Tuesday, March 3, 2020 5:14 PM
To: Salazar Fabian [REDACTED]
Subject: Cargo hook Load cell

From: [Brent Lithgow](#)
To: [Salazar Fabian](#)
Subject: Re: Follow Up Request for Information regarding the Accident of N64RA
Date: Monday, January 27, 2020 9:59:50 AM

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Hi Fabian

I assume you are meaning the load cell unit for the cargo hook.

The unit would be zeroed out before the start of each day meaning the previous days totals erased. I would usually check it was reading zero weight in the hover with the grapple off the ground first thing in the morning. If it was not it can be zeroed with the reset button on the gage in the door.

It would record the total number of lifts for the day and the total weight in pounds for the day. From memory I think it was set to record any weight on the hook held for more than 15 seconds that was of a minimum weight of maybe 600 pounds.

At the end of the day the total weight and lifts were recorded at the bottom of the daily flight record sheet.

With that information against the hobbs time you can work out how many lifts per hour, how many pounds per lift and tonnage per hour. This was all written down as well.

Josh told me he had checked the weight by loading a truck and the load weight came out correct against the helicopter load cell but don't quote me on that one.

Not sure which red reset button you mentioned. Where is that one?

Brent.

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, January 22, 2020, 08:43, Salazar Fabian [REDACTED] wrote:

Brent,

I hope things are going well for you. I wanted to share with you some information and ask you if you could help shed some light on this area of focus. We had the engine of N64RA examined by Honeywell. The examination revealed a large amount of domestic object damage and damage to the turbine wheels. We examined the ATK Cycle Counter and it tested normally.

Will you please write me back and describe how Mr. Tripp used the Cycle Counter? I am interested in learning how it was tested for accuracy, if and when the red reset button was used. Were the information of cycles was documented and anything else you can tell me to help me understand how the Cycle Counter was used. This information is crucial to the investigation and your assistance will

From: [REDACTED]
To: [REDACTED]
Subject: Re: Engine and Airframe examinations for N64RA
Date: Tuesday, April 30, 2019 6:30:04 PM

Hi Fabian

Thanks for getting back to me.

Good to know the engine and airframe have now been inspected.

In answer to your questions:

1. Yes 29 lifts per hour would be correct. Josh was a very skilled logging pilot and that would be typical numbers for him.
2. Yes the left side had a manual foot release pedal. Floor mounted between the tail rotor control pedals.
3. On the overhead console there should be a decent sized toggle switch marked: Cargo release- Arm.
That should be arming the belly hook.

Also I'm going off memory and have flown other ships over the years so please verify yourself the things in the ship that I'm telling you about. I'd hate to put you wrong on something.

Best Regards.

Brent.

Sent from my iPhone

On Apr 29, 2019, at 11:18, Salazar Fabian [REDACTED] wrote:

Good Day Brent,

On the 24th of April, Honeywell, The FAA and The NTSB conducted an examination of the engine from N64RA. On the 25th, The FAA and NTSB conducted the examination of the airframe. I am sorry, but I cannot release any information regarding the examinations at this time, due to this still being an active Federal investigation. I will say that your questions will be answered after I release the final report. I ask for your patience as there is a low of data to process.

If you do not mind, I hope you can shed some light on the logging operation for me. Please have a look at these questions I am enclosing.

1. I have been reading in the log books, that the average cycles the company was running was about 29 cycles per hour. Is that meaning Josh was able to move, on average, 29 logs per hour? If so, that is an incredible number.
2. In regards to the manual cargo hook jettison, I could not find the manual cargo release pedal for the left side. Did the left side have the small cargo release pedal?