



RECORD OF CONVERSATION

Date: 10/25/2021

Time: 0915 - 0930

Person Contacted: Alexander Jobe (pilot-in-command N54528)

Subject: WPR19LA249, Asotin, WA August 31, 2019

In a follow-up telephone interview with the pilot, Mr. Alexander Jobe said that he found it odd that the only NTSB person he talked with prior to this interview since the time the accident, which happened more than two years ago, was Zoe Keliher; Ms. Keliher is a Senior NTSB investigator who took the initial notification of the accident. Mr. Jobe stated that he had never heard from an FAA inspector or another NTSB investigator after he spoke with Ms. Keliher.

Mr. Jobe stated that almost immediately after taking off in night dark VFR conditions over water, the helicopter yawed severely to the left, which required him to input full right anti-torque pedal to correct for the adverse yaw condition; shortly thereafter the helicopter impacted the water and sank. Mr. Jobe further stated that he and his passenger managed to egress the helicopter successfully without injury, and that he wasn't sure if he autorotated prior to impact with the water, as everything happened so fast. When I asked him if there was a problem with the engine, i.e., a loss of power, Mr. Jobe replied, "No. The engine was making a lot of power." Mr. Jobe opined that the accident was the result of a loss of tail rotor effectiveness, not something that he did wrong. He also added that there was no damage to either tail rotor blade. Mr. Jobe mentioned that the helicopter was recovered the next day and to the facilities of Helicopters Northwest, which is located at Boeing Field, Seattle, Washington, where the helicopter is currently being rebuilt.

Thomas M. Little
Senior Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington



RECORD OF CONVERSATION

Date: 10/25/2021

Time: 0940 - 0950

Person Contacted: Richard Carter (Airframe & Powerplant Mechanic)

Subject: WPR19LA249, Asotin, WA August 31, 2019

This investigator conducted a telephone interview with Mr. Richard Carter, the owner of Helicopters Northwest, which is located at Boeing Field (BFI), Seattle, Washington.

Mr. Carter stated that the helicopter wreckage was transported to his facility shortly after the accident, and that he's been working on restoring it since that time. He said he's a "one man shop", which is why the repair has taken so long.

When I asked Mr. Carter if he had observed anything suspect that might have been causal to the accident, he stated that the Aft Tail Rotor Drive Shaft Coupling had sheared, but he could not say if it had been causal to the accident or not. When asked he had retained the coupling, Mr. Carter replied that thought most of the parts recovered had been disposed some time ago, given that it's been over two years since the accident occurred. He also added that none the four (4) tail rotor blades had been damaged. This concluded the interview.

Thomas M. Little
Senior Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington