



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR20LA189
Aircraft Registration & Make/Model: SA-342J / N342J
Accident Location: Minden, NV
Accident Date: June 21, 2020

In an email from Safran Helicopter Engines to their Technical Advisor, the manufacturer provided the following information:

- The T4 aging surveillance service letter is a AH document, so I would not be able to strictly answer this question. From previous investigations on Astazou XIV, I remember that this surveillance is performed with rigor as the only formal witness of engine performance evolution. This is of importance considering the reported sudden increase of T4 with an unusual +50°C during the accident flight.
- The absence of engine wash effect is hard to quantify. However, it may lead to a dirty engine (in a salty environment can even lead to mechanical damage). Dirt has an impact on engine performance, which lead to an increase of T4 to be compensated. These information should be correlated with the engine state and with the event. As I remember asking the question to Bryan, the engine did not look that dirty, however the engine parts were not disassembled (i.e. not fully visible nor accessible).
- The “engine checklist and notes from previous owner” document look more like an aircraft maintenance log than an engine one. Am I wrong ? For safranHE, the documentation reference and notes shall be written in the engine logbook, and it will be difficult to make any statement on engine maintenance without it.
- I acknowledge there is a mistake in my statement about the calendar limit of the engine, thanks for your insight which compensated our double check !