



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: March 29, 2021
Person Contacted: Jesse Vos (Enstrom Helicopter Corp.)
NTSB Accident Number: WPR20LA191

Narrative:

During an interview with Jesse Vos the following is a summary of what he stated:

- The main rotor transmission for N280MM was shipped to their facility and was ready for examination.
- The transmission was approved to be opened from the shipping container.
- The transmission was disassembled and examined.
- The ring and pinion gears were examined with no anomalies.
- Overall, the transmission examination revealed no anomalies of the transmission.



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Date: May 16 and June 22, 2022
Person Contacted: Jay Schranck (Accident Flight Instructor)
NTSB Accident Number: WPR20LA191

Narrative:

During an interview with Jay Schranck the following is a summary of what he stated:

- He arrived at the helicopter at COE after it was refueled to full tanks.
- He was seated in the right seat.
- The accident occurred about 2 minutes after takeoff, maybe a little less.
- He was flying the helicopter about 100 ft agl and accelerated to over 100 mph, to check out everything before climbing higher.
- Then engine lost power and he could hear backfiring.
- He maneuvered to fly clear of power lines and then attempted to flare pulling the collective but although the engine was running, no power was available, and he got the (low) rpm light and warning.
- The helicopter hit the terrain hard.
- He thinks the main rotor blades struck the tail boom after the landing and the helicopter spun about 180°.
- He said that this was the first time flying in the accident helicopter, but he has flown in the owner's other Enstrom helicopter many times.

- He wanted to make sure I knew about what his mechanic in Rexburg said about the helicopter having an issue with a pulley.