



RECORD OF MEMORANDUM

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Date: October 2, 2020
Person Contacted: Mr. Ken Bradshaw (Federal Aviation Administration)
NTSB Accident Number: WPR20LA224

Narrative:

In an email, Mr. Bradshaw provided the below summary of the postaccident airframe and engine examination:

- Representatives from both Hiller Aircraft and Rolls-Royce were present.
- The engine did have oil remaining in the gearbox and associated plumbing.
- Fuel was found in the line to the fuel nozzle and internal sections of the fuel control unit during removal. The fuel filter bowl was empty- but the fuel inlet tube was damaged/broken off.
- The fuel control lever/arm was in the off position when the wreckage was first approached by the examination team. Control continuity could not be established due to damage/fire damage.
- The compressor and turbine sections of the engine were all connected and determined to rotate freely. Having said this, the 6-stage axial compressor was locked in place by the shroud that surrounds it which suffered heat damage from the post-crash fire. (Liner was melted.) So the determination of this section required the removal of the compressor housing cases.
- The engine showed some rotational damage, and there was dirt and debris buildup around some of the guide vanes in the engine.
- The tail rotor blade retention strap (TT Strap) on one of the blades was out in the field away from the main wreckage. It failed with a clean break up the strap stack, except for one individual strap layer.
- The below photos were taken during the examination:



Figure 1: Tail Rotor Blade and Hub



Figure 2: TT Strap Stack



Figure 3: Tail Rotor Hub



Figure 4: Second Tail Rotor Blade



Figure 5: End of Second Tail Rotor Blade



Figure 6: Tail Rotor Gearbox

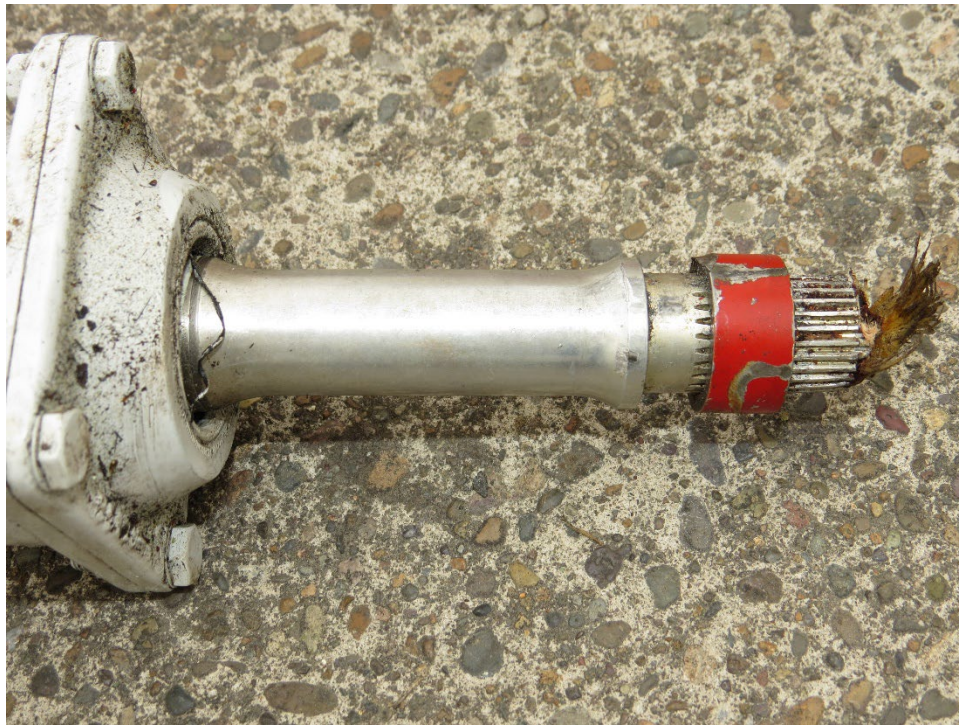


Figure 7: Tail Rotor Gearbox Drive

END.

Submitted by: Samantha Link