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Date: October 1, 2024, though February 19, 2026

Subject: Record of Conversations, N9984K

Contact: Peter Emerson, JL Aviation

In a phone call on October 1, 2024, Mr. Emerson Stated the following:

- Mr. Emerson had flown the helicopter uneventfully all summer. He stated that the helicopter had been used for forestry work during this time, which included flying with passengers and equipment. Mr. Emerson specified that the helicopter had previously been operated with a FLIR pod, weighing about 80 pounds, installed near the nose. The equipment had been removed recently, and the accident flight was the lightest the helicopter had been in months.
- On the day of the accident, he had departed JL Aviation's facility near Boring, Oregon, to perform long line work near Toutle, Washington. After about four hours of work near Toutle, he began the flight back to Boring. The helicopter had performed normally during this time.
- During the return flight to Boring, the helicopter was very lightly loaded, with no cargo and about 135 pounds of fuel remaining.
- The flight was smooth, and he did not encounter any turbulence.
- While in cruise flight about 10-20 minutes from the destination helipad, the helicopter suddenly began violently shaking up and down. The onset of the shaking was described as "almost immediate" with no warning. The shaking

was violent enough that he was unable to read the helicopter's instruments, and dirt from the floor was flying in his eyes.

- Believing that the helicopter was suffering from a catastrophic mechanical failure, Mr. Emerson lowered the collective and descended as fast as practicable toward a forest road to perform a forced landing.
- When the helicopter had descended to about 200 ft above the ground, Mr. Emerson raised the collective to slow the helicopter's descent, and the shaking subsided. Mr. Emerson briefly brought the helicopter into a hover over the forest road. He performed a pedal turn to land the helicopter parallel with the road and landed normally. He stated the landing was not hard, and characterized it as being a typical landing in the setting of normal operation.
- After the helicopter had touched down, he moved the cyclic control and observed unusual binding. Upon exiting the helicopter, he observed the tailboom was buckled.

During the examination of the helicopter at JL Aviation's facility on January 21, 2025, Mr. Emerson stated that after the accident, he had become aware of a memo on Van Horn Aviation's website that provided a recovery technique. He had not known about the memo or the recovery technique prior to the accident.

In an email conversation on July 28, 2025, Mr. Emerson stated that, before the shaking had started, his hand was not on the collective lever.

In an email conversation on February 19, 2026, Mr. Emerson indicated that JL Aviation had ordered the main rotor blades that had been installed on N9984K in November 2023. The main rotor blades were received in March 2024. He indicated that Van Horn Aviation did not provide information about the vertical hop or any recovery technique when the blades were ordered or shipped to JL Aviation. He only became aware of Van Horn Aviation's memo after the accident, when an online search led him to a forum post on pprune.org that contained a link to the memo. Mr. Emerson indicated that if he was aware of the recovery method, he would have used it when the vertical hop began during the accident flight.

Date: October 1, 2024

Subject: Record of Conversations, N9984K

Contact: Jeffrey Linscott, Owner, JL Aviation

In a phone call on October 1, 2024, Mr. Linscott stated the following:

- He owned the accident helicopter, N9984K, for about twenty years. He noted that, due to its year of manufacture and the alterations installed, it had an unusually light basic empty weight.
- In early 2024, the helicopter underwent maintenance to prepare it for the upcoming summer flying season. During this time, the Bell main rotor blades were replaced with Van Horn main rotor blades.
- The helicopter had operated uneventfully during the summer, and no issues had been observed with the new main rotor blades. By the time of the accident, they had accrued about 350 flight hours since installation.
- After the accident, Mr. Linscott called Van Horn and was informed of a memo on their website that discussed "vertical hops" in lightly loaded Bell 206Ls. He had not been aware of the memo until after the accident.
- Mr. Linscott told Van Horn in a phone conversation that the helicopter's tailboom had buckled as a result of the vertical hops. The employee from Van Horn indicated that the damage was not from the vertical hops, but was rather from the helicopter being landed hard.
- Mr. Linscott disagreed with the assertion the helicopter had landed hard. He stated that, in his observation, if a Bell 206 is landed hard enough to incur damage to the fuselage and tail boom, the skids will also spread or collapse, with the aft ends of the skids spreading further than the forward ends.

Date: January 2024 through April 2026

Subject: Record of Conversations, N9984K

Contact: Chris Gatley, Van Horn Aviation

On January 18, 2025, during the examination of N9984K at JL Aviation, Mr. Gatley stated the following:

- The first report Van Horn Aviation (VHA) received of a vertical hop was about 5 years prior to the accident involving N9984K. The operator of this helicopter removed the main rotor blades and shipped them to VHA for examination. VHA did not find any defects with the blades, and they were returned to the operator.
- About a year later, the same operator reported another helicopter in their fleet suffered the same vertical hop.
- Raising the collective was an effective way to stop the vertical hops. This information was posted in a memo in VHA's website.
- There was no rotorcraft flight manual supplement for STC SR02684LA.

In emails, Mr. Gatley stated the following:

- The memo "Vertical Hops on Lightly Loaded Aircraft" was posted on Van Horn's website on March 22, 2022. This memo was posted after two reports of vertical hops in two helicopters operated by the same company.
- The memo was posted in the "news/blog" section of the website.
- The memo was also distributed via Facebook and Van Horn's spring 2022 newsletter, which was sent April 5, 2022. He provided a report from VHA's email and marketing platform that showed the email had been sent to two email addresses associated with JL Aviation. A report from the marketing platform indicated one of the two recipients had opened the email. However, it could not be determined if this was indicative of the email being opened or simply "marked as read" by the recipient.

- After the memo was initially issued, it was not reissued, updated, or redistributed.
- He stated, "that this level of distribution on our website, Facebook, newsletter is entirely the same as we would use for service bulletins or other notifications."
- When asked if the memo was published in the document library with the service bulletins, he responded that it was "posted on the website."
- The memo was removed from their website after they issued Service Bulletin (SB) 33000-6, which included more information about the recovery technique and maintenance actions that could prevent the hops from initiating.
- When asked why the recovery technique prescribed in the SB was different than the one prescribed in the 2022 memo, he stated that although the original recovery method (banking) had been demonstrated to be effective, after further testing, they found reducing airspeed and raising the collective to stop the oscillations more quickly.