

Kevin Slinker
Aviation Accident Investigator
AS-WPR

Date: 12/11/2025
Subject: WPR26LA056
Contact: [REDACTED] Pilot

During a telephone conversation with the pilot, he reported that during a postaccident inspection of the helicopter he discovered the throttle cable was disconnected due to a missing nut. The pilot stated that he had previously removed the originally installed nut and replaced it with a nyloc self-locking nut that was not thick enough to allow threads to extend past the end of the nut.

The pilot reported that he believed the red warning light that illuminated as the engine lost power was the low rotor rpm warning light, rather than the Full Authority Digital Engine Control (FADEC) warning light(s) as he had originally stated. He further stated that he believed engine power was reduced to idle rather than experiencing a complete engine failure, as described in his initial statement.

The narrative was reviewed with the pilot, and he agreed with its contents.