



CANYON STATE AERO LLC

[REDACTED]
Gilbert, AZ 85296

12/14/2013

To: Tom Little
NTSB

Tom,

I just became aware of Steve Gleason's reply to my comments sent to you dated January 10, 2013. I found it in the NTSB: Document Management System.

After reading it, I asked my mechanics if the split bushing 269A5595-001 was installed on N380TL and they all said, "Yes it was installed inside the splined drive sleeve." I have no idea where it ended up in the investigation, but it must have fallen out somewhere either when disassembled or prior. The fractured spline would have allowed this if removed.

One mechanic said it was lying on the landing cart where the wreckage laid.

The phenolic plug can only go in the spline one way and be cotter keyed, so I am at a loss what Steve Gleason is referring to.

As far as the tail rotor transmission 269A6030 BSC spline being the wrong part, which has nothing to do with this accident, it was the one that came with the helicopter and was probably assembled that way by Hughes Aircraft Company.

I take offense at his suggestion of my mechanics doing improper maintenance. They take great pride in their work and follow the Sikorsky HMI exactly and verbatim. Safety is our number one priority at Canyon State Aero. And by the way, two of my mechanics are helicopter pilots and flew N380TL often; I doubt that they would ever compromise proper maintenance on the aircraft they flew.

The insinuation that the aft pinion nut was not torqued is pure speculation on his part as I witnessed it being torqued per the Sikorsky HMI. His comment about discoloration of the grease is completely unfounded, was there a chemical test performed that we are not aware of. I recall he took the parts to the cleaning tank during the inspection.

I disagree with his final statement regarding multiple fractures impossible, at the moment of impact incredible forces come into play and anything is possible. I think the damage to the splined components happened upon impact as the tail boom was bent upward.

I know Steve Gleason's number one priority is to absolve Sikorsky from any liability, so I understand his position regarding the investigation.

Respectfully
Jan Sandberg
Canyon State Aero LLC