

Yeager Leah

From: [REDACTED]
Sent: Wednesday, June 26, 2013 1:04 PM
To: Yeager Leah
Cc: [REDACTED]
Subject: N467AE
Attachments: SKMBT_C45013062612310.pdf

Leah,

I have attached the sign in sheet for attendees at yesterdays engine/aircraft analysis. The reps for Bell and Rolls are obviously quite knowledgeable and they also, along with Air Evac entertained all of my questions and requests for the areas I wanted to look at (in addition to what they were doing). Without going in to the details, my experience with the Bell aircraft especially the 206 series is rather extensive.

With that being said, the final outcome was unremarkable. as there were no findings. All controls including the power lever and droop compensator system functioned as designed. Fuel flow from the airframe with both boost pumps, and just the left and right pumps respectively was checked. The air system for the fuel control, governor, and engine was checked. Magnetic chip detectors were checked. Inlet and exhaust was checked. Again, no abnormalities found anywhere. The engine was removed and installed in a sealed container. I also have pictures of the seal if needed.

I personally witnessed the down load for the Intelistart along with the copying of the data to a word document and the emailing of it to you.

I understand that the IIC for this investigation is out of the Little Rock FSDO however do not hesitate to contact me if you have any questions or if I can provided any further assistance.

Dan

Daniel A. Blakely
Aviation Safety Inspector
St. Louis FSDO
[REDACTED]

The St. Louis FSDO is dedicated to Quality Customer Service and we would welcome your feedback. Please provide your feedback at http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms