



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: July 24, 2015**

**Persons Contacted: Mr. Boucher (Overseas Aircraft Support/Rotor Concepts)**

**NTSB Accident Number: WPR13FA417**

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### **Narrative:**

The following is a synopsis of the information provided in a telephone conversation with Mr. Boucher on this date:

- Mr. Boucher's company at the time of his conversations and meeting with the accident pilot, Mr. Chad Nelson, was Overseas Aircraft Support (OAS)
- Mr. Boucher is now affiliated with Rotor Concepts (RC), which has continued the business , in the same locale (Lakeside, AZ), as OAS
- OAS (and now RC) are in the business of UH-1 maintenance and support
- Mr. Boucher has over 20 years in this particular function
- The pilot first contacted OAS in the late spring of 2013
  - The pilot telephoned OAS for parts and to discuss a tail rotor issue
- The tail rotor issue was a "resonant vibration" (Mr. Boucher's term)
- OAS informed the pilot that the appropriate corrective actions involved removal, static balance, and clearance checks/adjustments of the TR components.
- He also informed the pilot that the issue needed to be addressed, since it would get worse over time and could result in loss of the aircraft
- In August 2013, the pilot came to OAS for the first and only time to discuss parts and maintenance possibilities
  - He was accompanied by his "girlfriend" a woman in her 20's
  - Mr. Boucher did not recall her name, but she was the only other witness to the conversation
- The following topics and information were exchanged during that conversation
  - The pilot stated that he wanted to purchase a Cobra helicopter but was not able to; that's why he purchased the UH-1
  - The pilot stated that he flew the helicopter "aggressively" (pilot's word)
  - Mr. Boucher cautioned that the UH-1 could not and should not be flown aggressively, and that the flight manual g-limits must be respected

- Mr. Boucher was of the impression that the pilot did not and would not typically adhere to specified aircraft limitations, particularly with respect to maneuver limitations
- He was also of the impression that the pilot would not typically adhere to maintenance guidance & advice from others, or from published guidance
- The pilot reported that he had not done anything to address the previously-discussed TR issue
- The pilot also stated that he had had a "mast bump" event in flight a week or two prior to his visit to OAS, and that the event had "completely torn one of the rubber bumpers from the aircraft"?
- The pilot told Mr. Boucher that his solution/fix to this event was to have his mechanic completely remove the mast bump kit from the aircraft
- Mr. Boucher grew upset with the pilot regarding his planned fix and his lack of action re the TR issue
- He explained to the pilot the need for, and generic overview of, the appropriate maintenance actions following a mast bump event
- It was unclear to Mr. Boucher whether the pilot had already removed the bump kit, or was still planning to
- Mr. Boucher did not know the identity of the pilot's mechanic
- That visit was the last discussion that the pilot had with Mr. Boucher or OAS
- Neither OAS nor Mr. Boucher ever saw or conducted any maintenance on or for the accident helicopter