RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: April 25, 2020
Person Contacted: Gary Hendrickson (Aviation Safety Inspector – Airworthiness)
NTSB Accident Number: WPR20LA130

Narrative:

During a telephone conversation with Mr. Hendrickson he reported the following about the accident site:

- The debris field was slightly longer than 1/2 mile, extending along a generally northeast direction.
- The first identified piece of debris were fragments of glass, which were consistent with a navigation light on the vertical stabilizer.
- About 200 yards further northeast was the tail rotor assembly, and the input quill assembly.
    - The tail rotor assembly (including the 90-degree gearbox) was mostly whole and came to rest in a dirt lot. All linkages remained intact and the blades exhibited minimal damage.
        - The 90-degree gearbox housing exhibited rotational scoring where the input quill would be present.
    - The input quill came to rest inside of a nearby building and it impacted a concrete floor.
        - The roller bearings were not present and unable to be located.
- The rest of the helicopter came to rest about ½ mile further northeast in an open, slightly sloped field.
    - The first pieces of debris in the field were the vertical stabilizer and a portion of the aft tail rotor driveshaft.
        - The vertical stabilizer was fracture separated from the helicopter and exhibited leading edge damage. The aft underside (near the stinger) exhibited upward crushing.

- Continuing along the debris path were two long and narrow ground strikes consistent with main rotor blade strikes.
- Next was the main wreckage, which came to rest on a small hill. The helicopter was slightly nose and left side low facing a heading of about 49 degrees. The helicopter exhibited upward crushing throughout the cabin and fuselage, most extensively on the left side of the fuselage. The mast and the main transmission were displaced forward, and the main rotor assembly was fracture separated.
  - Honeywell representatives were present on scene and they reported metal spray was noted on the turbine blades.
  - There was a strong, pungent, smell of Jet A fuel around the main wreckage.
- The main rotor blade assembly was the last major piece of debris located about 20 yards northeast of the main wreckage.
  - Both blades exhibited extensive damage throughout but remained attached at the main rotor hub.

- Mr. Hendrickson provided the below on scene photographs:

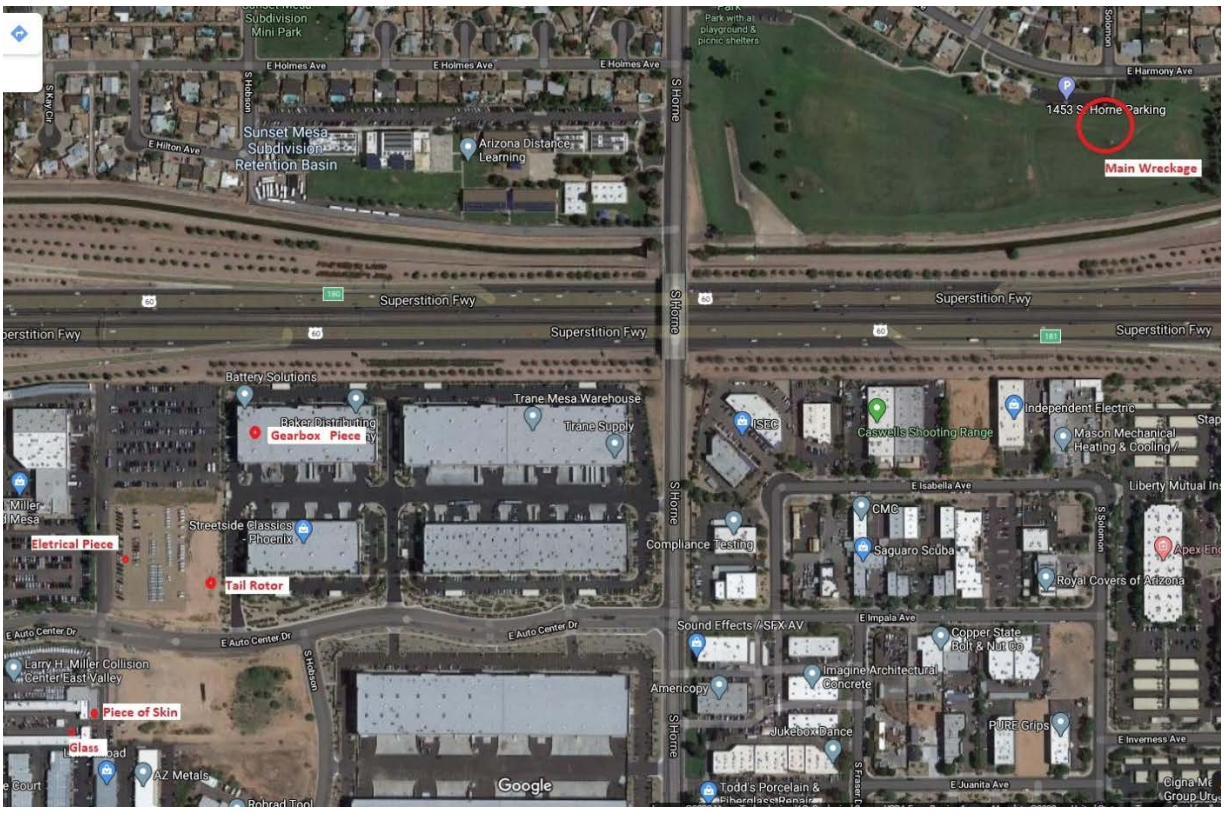

Figure 1: Wreckage Debris Field (Google Earth)

Figure 2: End of Debris Field looking Toward the Beginning

Figure 3: Main Rotor Blade Assembly

Figure 4: The Front of the Helicopter

Figure 5: The Cockpit and Instrument Panel

Figure 6: Main Rotor Blade Strike

Figure 7: Left Side of Helicopter

Figure 8: Aft Tail Boom

Figure 9: Right Side of Helicopter

Figure 10: Engine Compartment

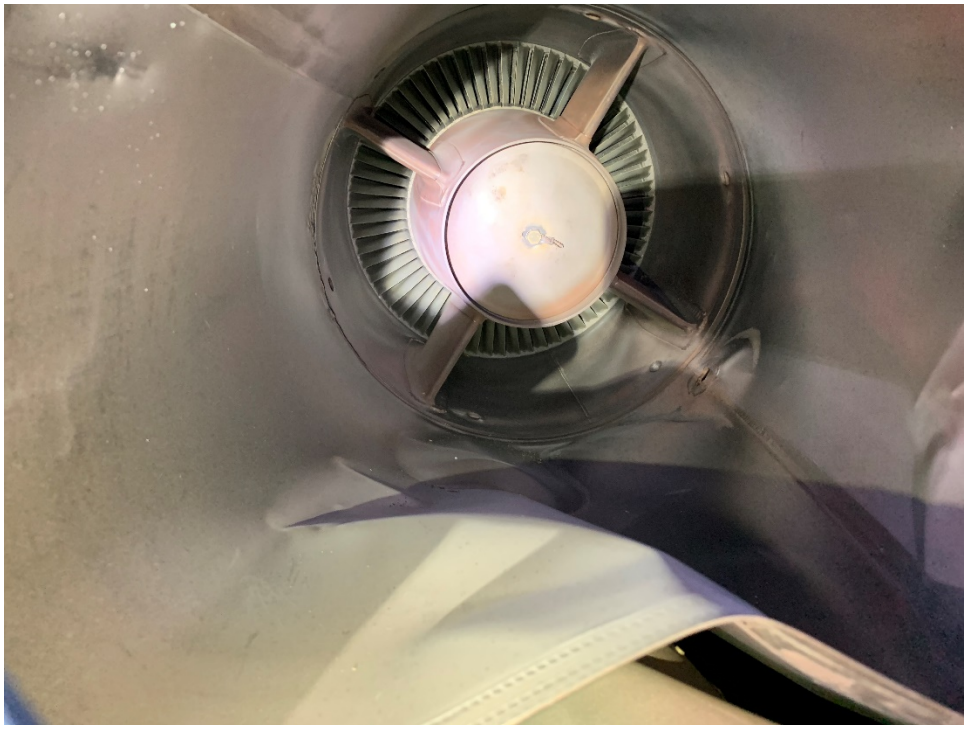

Figure 11: Metal Spray on Turbine Blades

Figure 12: Overall View of the Main Wreckage Area

Figure 13: Aft Tail Rotor Driveshaft in Relation to Vertical Stabilizer

Figure 14: Vertical Stabilizer

Figure 15: 90-Degree Gearbox Attachment Point on the Vertical Stabilizer

Figure 16: The Input Quill

Figure 17: The 90-Degree gearbox and Tail Rotor Assembly

Figure 18: 90-degree Gearbox Attachment Points

Figure 19: Rotational Scoring on the 90-degree Gearbox Housing

Figure 20: The Input Quill Gear next to the 90-degree gearbox

END.

Submitted by: Samantha Link