RECORD OF CONVERSATION

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Aviation Accident Investigator
Western Pacific Region

Date: April 29, 2020
Person Contacted: Gary Hendrickson (Aviation Safety Inspector – Airworthiness)
NTSB Accident Number: WPR20LA130

Narrative:

- FAA Inspector Ken Fanning was also present for the examination.
- The fuselage exhibited extensive damage and was difficult to stabilize.
- The bolts that secured the 90-degree gearbox to the airframe were fracture separated.
    - Most of the bolts had fragments that remained in the attachment flange.
    - Portions of four of the bolts were found loose within the vertical stabilizer. The fifth bolt was stuck in the attachment hole and could not be removed; and the sixth bolt half was unable to be located.
- The tail rotor assembly was mostly whole. All linkages were attached and secured in place. One tail rotor blade was mostly undamaged; the second blade had a big gouge in the outboard leading edge.
- The stinger was overall bent upward toward the vertical, however, it did not exhibit any abnormalities.
- A portion of the lower aft vertical stabilator was fracture separated and the lower navigation light was not present.
    - The fracture appeared to be straight and similar throughout, consistent with a tail rotor strike.
- All temperature indicators along the tail rotor drive shaft indicated “normal” and did not exhibit an over temperature condition.
- The chip detector of the 42-degree gear box was removed and no metallic debris was noted.
- The chip detector of the 90-degree gear box was removed and metallic debris was present.

- Mr. Hendrickson removed the tail rotor blades from the tail rotor assembly to facilitate shipping. The tail rotor assembly, tail rotor blades, gearbox, input pinion, chip detectors, and mounting studs were all packaged and sent to the NTSB materials laboratory for further examination.
- The maintenance logs were not located within the wreckage.
- The operator was Southwest Rotors, Scottsdale, Arizona. They held Part 133/137 operating certificates.
    - The helicopter has been based in California but was relocating to Arizona for a new contract. The helicopter was destined for a tie down parking spot at Falcon Field Airport, Mesa, AZ.
- Mr. Hendrickson included the below photographs.

Photos:

Figure 1: Underside of the top of the Vertical Stabilizer

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Figure 2: top of the Vertical Stabilizer

Figure 3: 42-degree gearbox chip detector

Figure 4: Tail Rotor Assembly

Figure 5: 90-degree gearbox Housing

Figure 6: Attachment Bolt Fragments

Figure 7: Input Pinion Gear

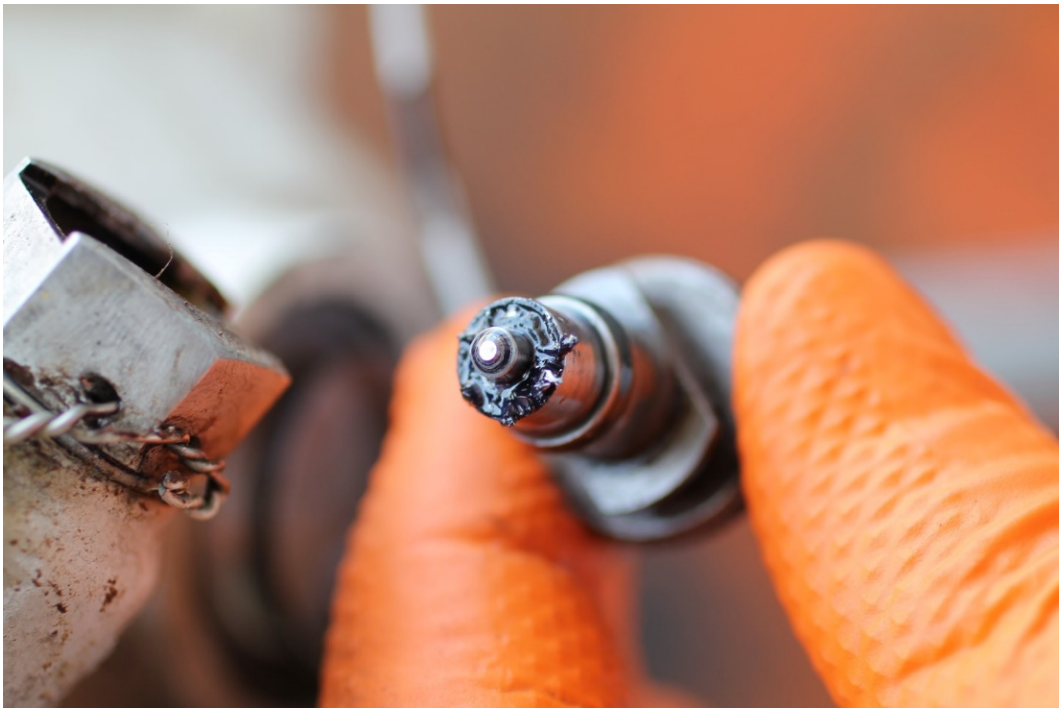

Figure 8: 90-degree Gearbox Chip Detector

END.

Submitted by: Samantha Link