



RECORD OF CONVERSATION

Courtney Liedler
Aviation Accident Investigator
Central Region

Date: May 21, 2019
Person Contacted: FAA Inspector Matthew Disch
NTSB Accident Number: CEN19LA146

Narrative:

During a telephone conversation with Mr. Disch, he stated the following:

Upon inspection of the aircraft, it was determined that the exhaust tail pipe from the number 2 engine was disconnected and removed from its seated position. This caused exhaust from the number 2 engine to be dumped into the compartment containing the tail rotor driveshaft and caused heat damage to the surrounding areas. The damage sustained to the tail rotor driveshaft and bearings revealed that failure of the tail rotor system was imminent.

The tail pipes are attached using two bolts secured at 110 foot-pounds of pressure. These bolts are not required to be safety wired. Upon inspection of the operators second aircraft and the number 1 engine of the accident aircraft, all bolts were in some stage of 'working out' and were less than the prescribed 110 foot-pounds of pressure. He has been in contact with the FAA's Aircraft Certification Office and Sikorsky Helicopters.