

To: jeevacation@gmail.com
Subject: Heli update
From: Lvjet [REDACTED]
Sent: Sunday, May 18, 2014 4:09:32 PM
[image001.jpg](#)

Jeffrey,

If I'm lucky, I'll be on St Thomas by 6:45pm Friday which is sunset. Bell needs parts now, see frustrations below.

Bell has offered a 5% discount for the parts I require if I purchase from Bell: I have not told them to order parts until I hear from other suppliers on Monday, unless you tell me to order from Bell?

Larry,

I did not hear anything from Debbie on another source, but, if Chris quoted list price I will offer a 5% discount... You are a valued customer and we appreciate your business and loyalty...

*Kind regards,
David*

Friday afternoon Bell sent me the email below, stating they need 5 parts totally \$33,700 for corrosion and excess wear. I told Bell that you can't expect me to approve a \$33,700 parts without trying to locate pricing from other vendors? ESPECIALLY AFTER THE HELICOPTER HAS SAT 23 DAYS in their hanger, I have two other parts base companies looking into pricing the below items, I will have answer on Monday if other parts are locally and better price. Some of Bells pricing and parts are located in Bell's "Singapore parts facility".

- Main rotor Yoke Drive pins, 7 needed totaling: \$18,949.00
- Tail Rotor Pitch change links, 4 needed totaling \$9,990.00
- Main rotor yoke bolts \$2,256.00
- Collective Link bolt \$1,519.00
- Main rotor pitch change links, \$1,056.00

I spoke to David Burch, Bells Manager during this inspection after receiving this email, I told Burch I'm dissatisfied with his approach on this annual and all inspection items should have been addressed early in order to gets parts as needed in a timely fashion. This didn't happen due to man power. As of Friday the helicopter as been there 23 days, the shop works an 8 hour day on Saturday, and off on Sunday.

I will never take this helicopter to him again if you agree.

Good morning Larry,

Be assured we will work as diligently as possible in order to meet your timetable as below. With that being said we have completed the last of the major inspections and have determined a number of components within the main rotor system that will require replacement at this time due to corrosion or mechanical damage. In addition the tail rotor pitch links are also excessively worn beyond limitations and require replacement.

Not all of these items are available within the U.S. but of those that are not, they are available at our Bell Singapore facility and in order to have the opportunity to meet the revised timetable I would be required to order these items AOG as soon as possible today for the earliest delivery. Consequently please review the attached estimate and provide a response at your earliest convenience. Lastly, two (2) of the main rotor yoke buffer pads are worn to the point of requiring replacement however these items are not available until August of this year from any Bell location and I have therefore submitted a request to PSE for a temporary repair until such time as parts can be procured and have also tasked the parts department to attempt to locate

these items from another source outside of BHT at this time.

If you have any questions please do not hesitate to contact me directly.

Kind Regards



CHRISTOPHER GRAY

Chief Inspector
Ft. Lauderdale, Florida 33309



From: Larry Visoski [REDACTED]
Sent: Friday, May 16, 2014 10:35 AM
To: Gray, Christopher
Cc: Burch, David (Edwards)
Subject: Re: heli update

Thank you for update Chris,
Can you provide part numbers for the following parts you require?
-main rotor yoke bolts
-main rotor yoke drive pins
-tail rotor pitch change links.

This is the 23rd day the helicopter has remained in the hanger, and has proven to not be a challenging annual.
- during my first visit to the Helicopter during input, I pointed out to David the tail rotor has slop, I know we can't foresee all parts required, now I'm forced to give and approval for \$33,700 for parts in order to make my boss's schedule that is questionable at best, that are located on the other side of the world and I can imagine will be take several days to receive and expensive shipping.,
I will have Dan at Trade Air research the high dollars parts required, and will fwd this parts request to Mr Epstein for his approval, if he gives me a green light to proceed, I call you immediately.,
If you have the manpower, can you fwd me photos of the corroded parts?