

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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AIR METHODS CORPORATION  
LIFENET HELICOPTER ACCIDENT  
AUGUST 26, 2011  
NEAR MOSBY, MISSOURI

Docket No.: CEN11FA599

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Interview of: KEVIN COULTER

Kansas City, Missouri

Thursday,  
September 15, 2011

The above-captioned matter convened, pursuant to notice.

BEFORE: JIM SILLIMAN  
Accident Investigator

APPEARANCES:

JIM SILLIMAN  
 Accident Investigator  
 ----- Safety Board  
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MALCOLM BRENNER  
 Senior Human Performance Investigator  
 National Transportation Safety Board  
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I N T E R V I E W

MR. SILLIMAN: Hi, Mr. Coulter. My name is Jim Silliman of the National Transportation Safety Board, and this is Malcolm Brenner --

MR. COULTER: Um-hum.

MR. SILLIMAN: -- and we'll be asking you questions concerning the operation of the helicopter and maintenance of the helicopter and there may be some questions concerning the crew and that type of thing.

MR. BRENNER: Do you know that you're being taped?

MR. COULTER: Yes.

MR. BRENNER: Great. Thank you, Kevin.

MR. SILLIMAN: What is your name, please?

MR. COULTER: Kevin Coulter.

INTERVIEW OF KEVIN COULTER

BY MR. SILLIMAN:

Q. And can you give us an idea of your aviation background?

A. I am a field maintenance technician for Air Methods Corporation. I've been an A&P mechanic for 11 years. I have 5 years of -- 5-1/2 years of military aviation maintenance -- let me correct that -- 8 years of military aviation maintenance and 6 of that's been in EMS.

Q. Okay. Do you -- so you have a A&P?

A. Yes.

Q. And on the civilian side, do you have an IA certificate

1 with that?

2 A. I do not.

3 Q. Okay. And you said you're a field maintenance  
4 technician --

5 A. Yes.

6 Q. -- at Air Methods? And how long have you been with Air  
7 Methods?

8 A. April of this year would have been 3 years. So about --

9 Q. Almost 3-1/2?

10 A. -- 3-1/2 years, almost.

11 Q. So do you have -- had you worked with another EMS  
12 company before coming to Air Methods?

13 A. I did.

14 Q. And which was that?

15 A. Air Evac.

16 Q. And where was that located?

17 A. I worked at the Wichita, Kansas base at Jabara Airport  
18 and Wichita Falls.

19 Q. Okay. And did Air Evac get acquired by Air Methods  
20 or --

21 A. I don't know that information.

22 Q. Okay. So, but you quit -- stopped working at Air Evac  
23 to come work for Air Methods?

24 A. Actually, I left Air Evac and then went to several other  
25 jobs before that --

1 Q. Okay.

2 A. -- or after that, rather.

3 Q. All right. Now, how about your experience on the AS350  
4 B2 helicopter? How much -- how long have you been working on  
5 these helicopters?

6 A. The AS350 is when I started with Air Evac -- or Air  
7 Methods. Excuse me. I have been to the 1-week AS350 course and  
8 the first-line maintenance for the aerial engine for turbo  
9 (indiscernible).

10 Q. Okay. Were both those at Grand Prairie?

11 A. The airframe course was in Griffin, Georgia. The engine  
12 course was in Grand Prairie.

13 Q. Okay. And I understand that you were assigned to the  
14 St. Joe base?

15 A. Yes.

16 Q. Were you assigned to other bases as well or just this  
17 base?

18 A. Just, just St. Joseph.

19 Q. And are you the only mechanic that's assigned full time  
20 at St. Joe's?

21 A. Correct.

22 Q. And so, is that for the last 3-1/2 years you've been  
23 assigned to St. Joe's?

24 A. Yes.

25 Q. And you live in -- well, you live in St. Joe --

1 A. Yes.

2 Q. -- so it works out. What -- so you're in charge of  
3 maintaining the helicopter day to day, then?

4 A. Yes.

5 Q. Would you go into the base every day or just when  
6 needed?

7 A. No, I make it a point to go in every day.

8 Q. What were you required to do on a daily basis concerning  
9 the helicopter?

10 A. I would do daily airworthiness checks, make sure that  
11 the aircraft was serviceable and ready to fly as far as  
12 maintenance goes.

13 Q. And would that require some type of a maintenance  
14 logbook entry or --

15 A. Yes.

16 Q. And was that in the maintenance log or in a computer log  
17 or --

18 A. The paper log.

19 Q. Okay. And that's something that this pilot would be  
20 able to check to see that it was signed off --

21 A. Yes.

22 Q. -- and the daily had been performed?

23 A. Um-hum.

24 Q. And so, he couldn't fly until that -- he had had the  
25 daily check?

1           A.    I don't know about that.  I know that he could not fly  
2 unless he does -- has done his preflight.

3           Q.    Okay.  And I can't remember what -- the daily check may  
4 have been good for actually 72 hours or something like that?

5           A.    Correct.

6           Q.    So, actually, you wouldn't have to do it every day?

7           A.    No.

8           Q.    Yeah.  Now, the unusual thing about this evolution was  
9 that this aircraft had been used for night vision goggles for the  
10 last 3 days or so, right?

11          A.    That's correct.

12          Q.    And they brought in a spare to do the EMS?

13          A.    Correct.

14          Q.    So you were doing the maintenance on the EMS and doing  
15 the daily checks on the EMS bird as well?

16          A.    Yes.

17          Q.    Did you configure the aircraft for the training flights?

18          A.    I did, yes.

19          Q.    And so that once training flights are completed, then  
20 you reconfigured it to the EMS?

21          A.    That's correct.

22          Q.    Okay.  What were the procedures that you -- well, you  
23 know, once you configured it for EMS, what kind of paperwork or  
24 communication did you have with the pilot to tell him that the  
25 airplane was ready to go for the EMS mission?

1           A.    We would always -- anytime I ever changed configuration,  
2 I would make sure that the pilot knew that the configuration was  
3 complete. He would come out to inspect the configuration. And  
4 then a logbook entry is made and then the aircraft is placed back  
5 in service.

6           Q.    And did that happen after you did the reconfiguration?

7           A.    That is correct.

8           Q.    Let's see. You personally showed the pilot and he  
9 observed it and --

10          A.    Yes.

11          Q.    Okay. Were there other -- were there any functional  
12 checks on the airplane performed prior to reentering -- to kick it  
13 back into EMS service?

14          A.    No.

15          Q.    Okay. Was there any abnormal maintenance done on the  
16 aircraft 352-Lima-November in the last month prior to the  
17 accident?

18          A.    There was a life limit change done on the 23 mod for the  
19 engine.

20          Q.    Okay. And what was that -- what did that mean?

21          A.    It was due in accordance with NSB, which limited the  
22 life cycles of the second-stage turbine blade assembly. That  
23 needed to be changed, and that was changed the month prior -- or  
24 at the beginning of the month.

25          Q.    Okay. Was anything broken or deferred on the aircraft?

1 A. No.

2 Q. And Mr. Watson was telling us that they'd had some  
3 torque fluctuations a couple of nights prior, but those had been  
4 taken care of, I understand?

5 A. Yes.

6 Q. Was there ever any gripes about the fuel system or the  
7 fuel indicator on this aircraft?

8 A. No.

9 Q. So in the 3-1/2 years that you've been working on the  
10 aircraft, there had never been any conversation or problems with  
11 people saying it didn't look like it was calibrated properly?

12 A. No, sir.

13 Q. When did you report for duty on Friday, the 26th? Did  
14 you come in that morning?

15 A. I came in that morning between 7 and 7:30.

16 Q. And what did you start doing then?

17 A. That was the time at which the aircraft was placed into  
18 the hangar and we began to reconfigure from pilot training to  
19 medical configuration.

20 Q. And how long did that last?

21 A. Several hours, through lunch, and I -- if I recall  
22 correctly, it was placed back into service around 3:30.

23 Q. Okay. When it was placed back into service, that means  
24 that you had already done all the paperwork, everything was signed  
25 off. Had the pilot already preflighted the airplane by then?

1 A. I do not recall that information.

2 Q. Had you gone and done the -- had you taken the pilot and  
3 done the walk-around with the pilot --

4 A. Yes.

5 Q. -- prior to 3:30?

6 A. Yes.

7 Q. And so, then that was part of the signoff that you had  
8 as well?

9 A. Yes.

10 Q. Did the pilot have to make any entries that that had  
11 been done?

12 A. As far as the work I did?

13 Q. Yeah.

14 A. No.

15 Q. Okay. Once it was signed off and ready to go at 3:30,  
16 what happened then?

17 A. The paper log was completed and it was placed out onto  
18 the pad and 101 was pulled away from the pad, and at that point I  
19 began my computer updates for the medical system.

20 Q. Okay. And how about all the emergency medical system  
21 equipment that was in 101?

22 A. Um-hum.

23 Q. Did that have to be -- you know, the -- did the medical  
24 guys, did they start switching it over into the --

25 A. Yes. That was done prior to placing the aircraft back

1 in service.

2 Q. Oh, so that had already taken place then?

3 A. Um-hum.

4 Q. Okay. So by 3:30, the aircraft is equipped, ready to  
5 go --

6 A. Ready to fly.

7 Q. -- ready to fly, preflighted?

8 A. As far as I know. I don't recall --

9 Q. Um-hum.

10 A. -- anything for the pilot other than my walk-around with  
11 him.

12 Q. But all the medical gear, all the helmets, all the --  
13 everything else was ready to go, ready to sign off?

14 A. Ready to go at 3:30.

15 Q. Okay. Now, who was helping take all the medical gear  
16 out of the 101 and put it into 352-Lima-November?

17 A. The medical crew does all of their transfer, their  
18 stuff. The pilot should make sure all of his information is  
19 placed from that aircraft to ours.

20 Q. And so, they had most of the -- you know, from what --  
21 did they start about noon to do that or 2:00, or how long did it  
22 take that --

23 A. About 2:00. It only takes about an hour.

24 Q. Okay. So they -- for about an hour, they were  
25 transferring their gear in there?

1 A. Um-hum.

2 Q. And when did the p.m. pilot go off duty and the medical  
3 crew go off duty?

4 A. Our regular changeover for pilot is about 6:30 --

5 Q. Okay.

6 A. -- and for med crew is at 7.

7 Q. So the med crew -- so the a.m. med crew -- or, I mean, I  
8 guess, the --

9 A. Yeah, the a.m. comes in -- a.m. pilot change is at  
10 6:30.

11 Q. 6:30.

12 A. The crew changeover is at 7.

13 Q. Okay.

14 A. The pilot changes over again in the evening at  
15 6:30.

16 Q. Okay.

17 A. And the med crew is 24 hours --

18 Q. Okay.

19 A. -- except for the weekend.

20 Q. Okay.

21 A. Then they change to a 12-hour shift.

22 Q. So the -- is it safe to say that the previous night's  
23 medical crew and pilot were not there to help move the equipment  
24 over?

25 A. Correct.

1 Q. So it's just the a.m. -- the day crew was there, the two  
2 -- flight nurse, flight paramedic -- and the pilot, switching gear  
3 over.

4 A. Right.

5 Q. And then you were finishing up your things on your  
6 aircraft. That was the crew for switching things over?

7 A. Correct.

8 Q. Okay. And that got done about 3:30?

9 A. Yes.

10 Q. So between 3:30 and the time that the aircraft launched  
11 was about 2 hours. So there was 2 hours there that the aircraft  
12 was ready to go. And does the pilot typically cock the aircraft  
13 once he does his preflight so that he has -- can just jump in and  
14 basically get the engines started up?

15 A. I don't know for sure.

16 Q. Okay.

17 A. It depends on the pilot, I think.

18 Q. Okay. Now, when you got there at, and you said about  
19 7:30, was there any request from any of the pilots to you about  
20 getting the fuel on board the airplane --

21 A. No.

22 Q. -- or helicopter? And is that your responsibility or is  
23 that a pilot responsibility to determine how much fuel they want?

24 A. It's the pilot's responsibility.

25 Q. Do you ever fuel the aircraft yourself?

1 A. No.

2 Q. Are you authorized to fuel the aircraft?

3 A. I don't think so. The way I understand fueling is the  
4 pilot is to watch the procedure being done by the FBO --

5 Q. Okay.

6 A. -- and then sign for fuel.

7 Q. What if they come in -- you know, they fly at night and  
8 they come back and the FBO is closed; what's the procedure for  
9 fueling then?

10 A. The procedure is that the FBO would leave the fuel truck  
11 on our ramp, and when they come back, the pilot would then fuel  
12 the aircraft --

13 Q. Okay.

14 A. -- and record the numbers and sign for the fuel.

15 Q. So you really don't get involved with the fuel,  
16 really --

17 A. No.

18 Q. -- at all then?

19 A. No.

20 Q. Okay. Have you ever conducted a 600-hour low fuel  
21 transmitter maintenance inspection of an AS350 series helicopter?

22 A. Yes.

23 Q. And have you ever conducted one on 352-Lima-November?

24 A. Yes.

25 Q. Any idea when that was done?

1 A. Last summer.

2 Q. And so you checked the low fuel transmitter last summer  
3 and --

4 A. Um-hum.

5 Q. -- it's been operating since then?

6 A. Yes.

7 MR. BRENNER: Last summer, you mean this past summer  
8 or --

9 MR. SILLIMAN: Oh, good question.

10 THE WITNESS: Last year, 2010.

11 BY MR. SILLIMAN:

12 Q. 2010?

13 A. Um-hum.

14 Q. Thank you. So in 2010, the summer of 2010 --

15 A. Yes.

16 Q. -- that's when you did the 600-hour low --

17 A. Sorry.

18 Q. -- fuel transmitter maintenance?

19 A. Yes.

20 Q. And there had never been gripes prior to or after that  
21 maintenance?

22 A. Nope.

23 Q. Okay. And in the 2 years -- or the 3-1/2 years that --  
24 do you remember even any maintenance being done on the fuel  
25 transmitter or not being --

1 A. Not fuel transmitter nor gauges.

2 Q. Okay.

3 A. The only maintenance we've ever had to do is replace one  
4 bad pump.

5 Q. Okay. A boost pump?

6 A. A boost pump.

7 Q. Okay. Did you see -- observe the pilot during, I guess,  
8 the time that you were helping him -- or he was moving his gear  
9 into the helicopter and preflighting the aircraft? Or, at least  
10 when you did your walk-around you were with the pilot?

11 A. When I did my walk-around after the maintenance, that's  
12 the last I saw of the pilot for that day until I went in and  
13 started doing my computer updates for the Ranco (ph.).

14 Q. And, what, did he just come back into the trailer at  
15 that time, or -- then you saw him again, or --

16 A. The last time I saw him was when I went in my office in  
17 the hangar and they finished putting the aircraft out on the pad  
18 and it was ready for service. They went into the trailer --

19 Q. Okay.

20 A. -- and when they took their flight --

21 Q. Okay. Yeah, we were out at the base earlier this  
22 morning and we saw the trailer, but we didn't see your -- so you  
23 have a maintenance shop or a maintenance office in the hangar now?

24 A. The newer bi-fold door hangar, that is the one that we  
25 normally store the aircraft in.

1 Q. Then you have, I guess, most of the parts in the, you  
2 know --

3 A. My parts and my office is in that hangar.

4 Q. Okay.

5 MR. SILLIMAN: Malcolm?

6 BY MR. BRENNER:

7 Q. Tell me about the pilot. What is he like as a person?

8 A. He's a personable person.

9 Q. I didn't hear you.

10 A. He was always in and eager to go.

11 Q. Can you give me an example? Can you tell me a story?

12 A. I don't know. He's -- he would always invite me out to  
13 eat lunch. He would pay for lunch. He didn't like eating lunch  
14 by himself.

15 Q. Oh, really?

16 A. Yeah.

17 Q. What did he eat for lunch?

18 A. That day, he had the special at the café.

19 Q. How was it?

20 A. Apparently, it was good. He finished it.

21 Q. Tell me that day all of the contact you had with him,  
22 that Friday?

23 A. I'm sorry?

24 Q. On Friday, what contact did you have? When is the first  
25 time you saw him and --

1           A.    The first time I saw him that morning was first thing.  
2 I came in to get myself a cup of coffee and he told me that he  
3 placed 352 into the hangar to be converted over back to medical.  
4 And from that --

5           Q.    What time was that?

6           A.    Oh, immediately after I got into work, so it was  
7 somewhere between 7 and 7:30.

8           Q.    How did he seem?

9           A.    As in?

10          Q.    His mood.  What was his mood like?

11          A.    The same as it always is, chipper and ready to go.

12          Q.    Um-hum.  Okay.  Then when is the next time you saw him?

13          A.    It would have been the walk-around for the --

14          Q.    And what was the lunch special?

15          A.    Oh, besides the lunch.

16          Q.    Well, how did you get together for lunch or the --

17          A.    He came out and wanted to know what the progress was,  
18 and we said we're going to go to lunch, and he went to lunch with  
19 us.

20          Q.    What time was that?

21          A.    I want to say about 12:00, I think.  It was about, about  
22 12:00 that afternoon.

23          Q.    Until about what time?

24          A.    12:45.

25          Q.    Okay.  What did you talk about?

1 A. Just general subjects, football.

2 Q. Oh. What about football?

3 A. Gosh, I don't remember. I just remember talking about  
4 football. It was just a general discussion over football.

5 Q. Any idea what he had been doing during the morning?

6 A. I do not.

7 Q. Um-hum.

8 A. I don't know.

9 Q. Okay. And then what time was the reconfigure -- what  
10 time was the --

11 A. The reconfiguration change?

12 Q. When did you see him next? Yeah.

13 A. We started the walk-around for him about 2:00. That's  
14 when we moved the aircraft out onto the pad and everybody started  
15 -- I say everybody -- the crew, meaning Randy and Chris, started  
16 moving their medical equipment from 101 to 352.

17 Q. Did you get them? Did you go talk to them and their --

18 A. I did not. I was completing the paperwork for the  
19 logbook.

20 Q. How did they know to come over?

21 A. We call them --

22 Q. Oh, okay. Um-hum.

23 A. -- and say this is what we're doing, we need your help.

24 Q. Um-hum. Okay. And just describe the -- what happened  
25 during the check with you and James.

1           A.    I described to him what is removed, what we did to  
2 install.  I showed him the radio connections in the floor.  I  
3 showed him the seal around the medical floor, made sure the  
4 operation of the patient bed was normal.  And I think that's about  
5 all we normally do.  Maybe check the radio and make sure the power  
6 comes on for the radio.

7           Q.    Um-hum.  How did he seem?  What was his mood?

8           A.    He was ready to get back to -- back into our regular  
9 bird.

10          Q.    All right.  And then you saw him again; is that right?  
11 Or, is that --

12          A.    After the walk-around and moving the aircraft to the  
13 ramp during the switchover, I completed my logbook entry.  After  
14 the aircraft was placed back into service, then I did my computer  
15 work.

16          Q.    About what time was that?

17          A.    I started my computer work about 3:30, 3:40.

18          Q.    How did the crew get along?

19          A.    We always get along really well.

20          Q.    Where does James stay when he's not on duty?

21          A.    I don't know.

22          Q.    Any idea what his sleep schedule is?

23          A.    I do not know.

24          Q.    Did he seem rested?

25          A.    I don't want to speculate on that.

1 Q. Um-hum.

2 A. I don't know.

3 Q. Why did he pay for the lunch?

4 A. Why did he pay for the lunch?

5 Q. Yeah.

6 A. His dad said always -- his dad said that he would always  
7 hate eating alone. So, in order to get somebody to eat lunch with  
8 him, he'd pay for lunch. So --

9 Q. Any idea -- any major changes in his health recently?

10 A. I can't, can't speculate on that either.

11 Q. How about his financial situation? Other than buying  
12 the lunch, any major hits on his --

13 A. Other than buying the lunch, I don't care.

14 Q. How about his personal life? Did he ever talk about  
15 that?

16 A. Nope.

17 Q. His wife is pregnant, did you know that?

18 A. I found that out after the fact.

19 Q. After. Did he wear corrective lenses, glasses or --

20 A. Not that I know of.

21 Q. -- contacts or anything? Did he drink alcohol?

22 A. I have no idea.

23 Q. No idea. Did he smoke tobacco?

24 A. Not that I know of.

25 Q. Did he ever have a previous emergency that he ever

1 talked about?

2 A. Not that I know of.

3 Q. And talking about the company, tell me about the company  
4 compared to industry standards. How is the pay for pilots?

5 A. I have no idea. I don't pay attention to the pilot pay.  
6 I only worry about mine.

7 Q. Other than eating at the restaurant, how did James feed  
8 himself? Did he always eat at the restaurant or did he cook stuff  
9 or -- any idea? Don't know?

10 A. I have no idea.

11 Q. Okay, great. How is pilot morale?

12 A. I can't speculate about that. I know that they're  
13 always in a good shape for -- to go flying, so --

14 Q. How's the base doing? Is it a busy base?

15 A. It could be better.

16 Q. There are rumors that the company is thinking of closing  
17 the base. Anything like that?

18 A. I have no idea.

19 Q. How's the turnover rate of the pilots?

20 A. I don't pay attention.

21 Q. How about the turnover rate of managers? Now, you must  
22 pay attention to the managers to some degree, obviously.

23 A. Well, with realignments and stuff, you know, it changes,  
24 just like any other company.

25 Q. Is the company growing?

- 1           A.    I don't pay attention.
- 2           Q.    How are they doing financially?  Any idea?
- 3           A.    Uh-uh.
- 4           Q.    All right.
- 5           A.    I don't know.  All I have to worry about is me.
- 6           Q.    Yeah.  Is --
- 7           A.    I like to keep it simple that way.
- 8           Q.    Is there a company safety office?
- 9           A.    Yes.
- 10          Q.    What's it do?  Where is it?  What is it?  Tell me about
- 11 it.
- 12          A.    The main office is in Inglewood and they have safety
- 13 procedures just like any other company.
- 14          Q.    What contact do you have with them?
- 15          A.    I know I can reach them on the portal and I have a
- 16 regional safety guy that I can go to if I have any questions or
- 17 anything of the nature, so --
- 18          Q.    How many times have you had to contact him?
- 19          A.    I talked to him a couple of times, just because he came
- 20 in for an inspection or to check us out or something of that
- 21 nature.
- 22          Q.    How are the relations with the FAA?
- 23          A.    Mine's decent because I don't have to -- I've never had
- 24 to bother with them.
- 25          Q.    Well, that was my question, how often do you see them,

1    yeah.  How do you like this helicopter?

2           A.    The AS350?

3           Q.    Yeah.

4           A.    I like it.

5           Q.    What do you like about it?

6           A.    It's easy to maintain.  Easy to maintain.

7           MR. BRENNER:  I've squeezed this guy pretty hard here.

8    You want to -- do you have anything else?

9           MR. SILLIMAN:  Yeah, a couple of things.

10          BY MR. SILLIMAN:

11          Q.    Do you know if this was the pilot's first day back at  
12    work, if he had to drive back in that day, or was he on duty the  
13    previous days?  Because -- you know what I'm saying?  Like, there  
14    was -- they were doing the night vision goggle training.  He  
15    wasn't doing that.  But was he doing the -- was he on duty during  
16    that time or was this the first day back at work?

17          A.    I don't recall that, to be honest with you.

18          Q.    Okay.

19          A.    I don't really recall.

20          Q.    Okay.

21          MR. BRENNER:  Can I ask him another question?

22          BY MR. BRENNER:

23          Q.    Did you see him on Thursday?

24          A.    I think another pilot was actually on duty on Thursday,  
25    but I'm not sure.

1 Q. Okay.

2 A. I don't really recall.

3 BY MR. SILLIMAN

4 Q. Did he wear sunglasses?

5 A. I don't recall James ever wearing sunglasses, no.

6 Q. Okay. The fuel level on 352, when you were configuring  
7 the aircraft and moving it back and forth and doing your checks --

8 A. Um-hum.

9 Q. -- did you ever observe the fuel level on the aircraft?

10 A. No.

11 Q. So you didn't look at the fuel gauge?

12 A. No.

13 Q. Now, in the last 3-1/2 years doing your checks on the  
14 helicopter and so forth, did you ever have occasion that you would  
15 press that -- the fuel filter bowl to check for air or water or  
16 sediment or anything, you know, on the engine deck, you know?

17 A. On the right side of the transmission --

18 Q. Yeah.

19 A. -- gearbox?

20 Q. Yeah.

21 A. No.

22 Q. So you never -- would you ever have taken the fuel  
23 filter out of there?

24 A. We did. We've done the clogging checks on it, but  
25 that's the only time.

1 Q. Okay. When -- the clogging checks, what did that  
2 require?

3 A. It would require removal of the filter and putting the  
4 -- what do you call it -- the fuel filter clogging goes in, put  
5 the thing back on and --

6 Q. Okay.

7 A. -- and testing it.

8 Q. Okay. And that included the purging of it and so forth?

9 A. Yes.

10 Q. But you wouldn't take -- you wouldn't press that  
11 typically during the day or --

12 A. No.

13 Q. -- on your dailies?

14 A. No.

15 Q. Do you know if the pilots had ever messed with that?

16 A. I do not recall any pilots every doing that.

17 Q. Okay. Any idea when you guys are going to be back in  
18 service or --

19 A. We're awaiting definitive word on whether or not we're  
20 going to get our aircraft in this weekend or the middle of the  
21 week.

22 Q. Will this be another B2 or --

23 A. Yes.

24 Q. Okay. Oh, so on this day, there was no -- there was not  
25 a pilot to brief the -- there was no p.m. or night pilot or -- to

1 brief this pilot about the fuel level because it was being used in  
2 training. So the p.m. pilot would have told the pilot what the  
3 fuel was on in 101, but he would not have told the pilot how much  
4 fuel was on 352-Lima-November --

5 A. Right.

6 Q. -- I would guess?

7 A. Um-hum.

8 Q. Okay. Now, I can't think of anything other -- anything  
9 else. You've been extremely helpful in helping us out here. I  
10 sure appreciate it. And --

11 BY MR. BRENNER:

12 Q. Anything else we haven't asked that might help us?

13 A. You've gotten me wringed out pretty well.

14 Q. That's what I was thinking (indiscernible).

15 MR. SILLIMAN: Yeah. Well, we sure appreciate it.

16 MR. COULTER: No problem.

17 MR. SILLIMAN: Thanks a lot. I know it's a tough deal,  
18 but we sure appreciate the help.

19 MR. COULTER: Thank you very much.

20 MR. BRENNER: Yeah, we really appreciate it.

21 (Whereupon, the interview was concluded.)  
22  
23  
24  
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           AIR METHODS CORPORATION  
                                  LIFENET HELICOPTER CRASH  
                                  AUGUST 26, 2011  
                                  NEAR MOSBY, MISSOURI  
                                  Interview of Kevin Coulter

DOCKET NUMBER:            CEN11FA599

PLACE:                      Kansas City, Missouri

DATE:                        September 15, 2011

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the hearing.

\_\_\_\_\_  
Karen M. Galvez  
Transcriber