

Attachment 25. Former PMI Record of Conversation

DCA12MA020 Maintenance Factual Report



RECORD OF INTERVIEW

Kristi Dunks
Senior Air Safety Investigator

Date: January 17, 2012

Person Contacted: Mr. Alan McKinney, FAA Former Principle Maintenance Inspector

Accident: DCA12MA020

Present:

Kristi Dunks, Maryam Allahyar- NTSB

Brook Lewis- FAA Chief Counsel

Tony James- FAA AVP-100

The former PMI for Sundance Helicopters, Inc. was interviewed via telephone on January 17, 2012. The following is a summary of that discussion.

The Principle Maintenance Inspector (PMI) started active duty Army in 1986 where he worked on Blackhawk helicopters. He left the Army in 1994. In 1995, he began contract work with Lockheed Martin on contract field work with Blackhawk and Apache helicopters. He obtained his airframe and powerplant (A & P) mechanic certificate in 2000 and the inspection authorization (IA) in December 2003. He entered civil aviation in 2000, doing fixed-wing maintenance for a Part 135 9 or less operator. He began as a technician, then lead, and then was promoted to supervisor. In 2004, he went to Air Methods quality assurance department where he worked until May of 2008. During his time at Air Methods he completed a variety of factory training by Eurocopter (MBB BK117, AS350, EC135, and AS350 & EC130 Differences). In he completed additional factory training by Bell Helicopter (407 Field Maintenance, 407 Electrical), as well as Honeywell (LTS 101-650/750 Field Maintenance). He had received a basic Turbomeca seminar, but had not attended the factory course. In 2008, he obtained employment with the FAA as an airworthiness inspector at the LAS FSDO.

From 2008-2009, he completed his initial FAA training. He began work with smaller operators and then was assigned oversight of Sundance. His initial assignment was October 2009-October 2010 when he served as their PMI. He described his workload as manageable during this time with a moderate workload. He received a briefing from the previous PMI to familiarize himself with the operator. He also reviewed the fleet and Program Tracking and Reporting Subsystem (PTRS) entries, in addition to reviewing the work program for the year.

The PMI indicated that there is an initial process when taking on a new operator of getting to know them and understand how they work. Overall, his assessment of Sundance was good. He did indicate that following inspections he would brief the Director of Maintenance (DOM) at the time of the findings, good or bad. Sometimes, the items required follow-up and occasionally were not completed. These included placards and failure to appropriately tag parts.

The PMI categorized Sundance as a typical 135 operator. When the aircraft are on the ground, they are not making money. There was an overall priority on maintenance and doing things correctly, but the PMI felt that the previous DOM might have been tasked with too many different jobs. During one of the PMI's inspections, he found that an aircraft added to the certificate had not complied with two ADs. This created problems between the CEO and DOM, and the DOM later left the company. The PMI issued a letter of investigation and enforcement action (Closed with Letter of Correction) on the AD issue.

The PMI reported that the previous DOM was not quick to respond, but that the current DOM is receptive to findings.

The PMI reported the following R and P items for Sundance Helicopters for FY 2010 and FY 2012.

	R-items	P-items	R-items complete	P-items complete
FY 2010 (as PMI)	1	24	1	24
FY 2012	3	6	1	1

His current workload consists of 6 Part 135 operators (HEMS &Tour), 2 Part 133 operators, 1 Part 137 operator, 3 Part 145 repair stations, 16 Part 91 operators, 2

Technical Personnel Examiners, and 27 Inspection Authorization Holders. The described workload equates to approximately 3021 complexity points as determined utilizing Analysis for FSAS. His current work schedule consists of a 5-4-9 schedule.

The former PMI was advised on January 11 that he had been reassigned as the PMI to Sundance¹. He visited their facility on January 12 to notify the DOM of the change, also performed a planned inspection. He indicated that Sundance has done a lot to add safety to their operations with the addition of a QA department and the internal addition of the General Maintenance Manual (GMM). Although the GMM had not been accepted since it was not currently required under Part 135.9 or less, the PMI had corresponded with the operator previously on ways that portions of it could be incorporated into their General Operations Manual (GOM).

¹ Following the conference call, Douglas Addington was assigned as the PMI for Sundance Helicopters, Inc.