



National Transportation Safety Board

Office of Aviation Safety – Central Region

Interview Summary: {David Wortner - pilot} – {CEN14FA193}

Date: {11 April, 2014}

Location: ABQ

Interviewers: {Manny Figlia – Airbus Helicopters, Craig Hatch -NTSB}

During the Interview, Mr. Wortner stated the following: They did a normal approach for the landing; the wind at the time was 16-24 due West. After landing, he pushed the (accu test) switch and centered the (anti-torque) pedals.

Prior to departing, and after delivering the patient, he did a walk round.

He performed the servo button check, then the hydraulic test procedure on the collective, then the accu test check, he mentioned that this step wasn't on the checklist; He had good pedals.

With both switches (on), he had (hydraulic) pressure on the pedals.

When ready for takeoff, he wanted to turn slightly left (clears the platform/hospital – and puts the helicopter on a flight path over the street). However, after starting to left and getting a slight left turn, the helicopter continued to turn too much, and he tried to apply pedal to stop the turn. He said that it was like the pedals were jammed and he got no movement from the pedals. He added that during the spin, he looked for a (caution) light, but did not recall seeing any (warning) lights.

He also added that at the time of the departure, the winds were relatively calm, and that he had about 4-5 hours of flight time in the accident helicopter.