

From: [Randall, William](#)
To: [Silva, Sathya](#)
Cc: [Brand, Albert](#); [Lovell John](#); [Penwell Amy](#); [McKenny Van](#)
Subject: RE: Post-Accident Actions by Bell
Date: Tuesday, November 28, 2017 3:27:01 PM

Sathya,
Let me know if you have any further questions.

From: Silva, Sathya [mailto: [REDACTED]]
Sent: Monday, November 27, 2017 3:02 PM
To: Randall, William < [REDACTED] >; Brand, Albert < [REDACTED] >
Cc: Lovell John < [REDACTED] >; Penwell Amy < [REDACTED] >; McKenny Van < [REDACTED] >
Subject: Post-Accident Actions by Bell

Hi Tony,

We're wrapping up the report (last step!). We have the following stated in our brief as post-accident actions taken by Bell, but we're missing documentation for them. From what I recall, these were stated in person or provided in proprietary form. Can you (1) reply via email to confirm if these are indeed true and (2) let me know if the release of these points bring up a proprietary information concern.

- indicated that cockpit audio is now being recorded by an onboard CVFDR, and communications to and from the ground monitoring station are recorded by the CVFDR and the telemetry system during all flights (cockpit video is also being recorded by the instrumentation system and archived at the ground station); **This answer is 525 specific: We now have the CV portion of the CV/FDR is active and confirmed to be recording data. The FDR is not fully functional but was not determined to be required as a result of the accident. We are still recording the data streams into the instrumentation system and telemetering back to the base station (as well as recording onboard). The CV is recording all transmissions to and from the aircraft as well as all aircraft intercom system conversations. The same data is also recorded in the instrumentation system**
- issued a company-wide business directive to ensure that cockpit audio is recorded during all telemetered flight test activities across their flight test sites; **Per our released company policy document "Experimental Test Aircraft Requirements" concerning Cockpit Voice requirements: "When telemetry is deemed necessary for a test, cockpit voice communications will be included and recorded."**
- plans to implement the unique low Nr aural tone in their test aircraft, and a software update includes a larger font size for the Nr numeric display on the PSI; **This answer is 525 specific but can be applicable when we do evaluation of any new air vehicle design: We increased the font size for MR Nr and we have implemented the unique low rotor RPM aural tone. We have also implemented a standalone low NR light next**

to the master caution light.

Thanks,
Sathya

Sathya S. Silva, Ph.D.
Human Performance Investigator
National Transportation Safety Board



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