

Huhn Michael

From: Tim Ciocarlan [REDACTED]
Sent: Thursday, June 26, 2014 8:40 AM
To: Huhn Michael
Subject: Re: Questions re Hover Chart (N407HL WPR12GA106)

Michael,

1: This is a copied chart, assumably from a Bell handbook. I asked Doug Meyer(former coordinator) and he stated this is something Pilot Ken Johnson came up with and believes it is a Bell document.

2: As I read this chart the colored areas (example first chart) denotes the B407 as configured above can Hover In Ground Effect with 1345 lbs payload at the temps and altitudes given.
the white areas are the max for the shown temps and altitudes.

3: HIGE and HOGE do not appear wrong to me...example temp 10c in both charts, and 9,000 feet in both charts... HIGE is 1240 and HOGE is 975, why the colored areas show more weight allowable in HOGE I do not know Bell well enough to give you an answer.

4: Wind from greater than 30 degrees from the nose would certainly cause performance issues,

5; Most importantly...TCSAR did not use this chart at all, I was unaware that it was in the medical protocol...This is not the case with our current Medical protocol.

the Pilot always did / does a weight and balance prior to each mission, Ken had a paper booklet with weight and balance forms hanging in the SAR hanger.

I am not sure how this document ended up in our medical protocols, my version does not have it. I suspect someone stuffed it into the booklet. This document, more than likely was never used in reference.

TCSAR did not do any performance calculations, that was left to the pilot, we did however, weigh people and gear and gave weights to the pilot for their calculations. We also defined altitude and temps as closely as possible prior to departure.

I would contact Ken if you have hanging questions on this chart.

Hope this helps...

Tim

On Jun 26, 2014, at 8:31 AM, Huhn Michael [REDACTED] wrote:

Hi Tim

OK heres my questions on the attached chart, in no particular order. FYI I have also put these Qs to Bell Helicopter

- a) What do the colored (vs uncolored) blocks denote?
- b) Why is "skid height" specified? (My take is that it seems that whoever made the TCSAR chart wasnt helicopter savvy, and only partly copied the header info re skid and hover height; they left off "hover height" in the upper table, and copied that entry as the second table header rows.)
- c) Why does it say "No wind/wind within 30 deg of nose"? – what would happen if wind >30 deg of nose?
- d) Why is HIGE less than HOGE? (that seems backwards to me)

thx

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: Tim Ciocarlan [mailto:[REDACTED]]
Sent: Wednesday, June 25, 2014 7:27 PM
To: Huhn Michael
Subject: Re: Questions re Hover Chart (N407HL WPR12GA106)

Hi Michael,

I guess I am the person to talk to at this point, let's start there and see if I can help. If not I can direct you to the past SAR Coordinator who put the book together.

Tim
On Jun 25, 2014, at 4:54 PM, Huhn Michael <[REDACTED]> wrote:

Hi Tim
Sorry a few more Qs for you

The attached charts were found in the helicopter; in the notebook shown in photo 18921

Since the book is a TCSAR book, I wanted to go to you first

My questions primarily concern the data on the chart in photo 18933, but I need to first make sure I ask the right person

So the first question is if you can tell me who (if anyone) at TCSAR I can ask these questions of? And im happy to route them all through you if that's preferred/appropriate

Thanks

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]