

Sept 9, 2019 - Prepared by Jordan Adler

I was introduced to Erik Rasmussen approximately 6 months ago by a very close friend that I have known for 12 years, Roger Hallback. Roger is in the event production business and has known Erik for over 5 years. Roger told me his friend Erik owned Bell 47's, is a commercial helicopter pilot and also has a thriving helicopter company.

I spoke with Erik by phone the first time we talked and on that call he told me he owns two Bell 47's that were both being leased out of the midwest, a maintenance facility in Boulder City, NV where his team works on helicopters and that he is a commercial helicopter pilot and has a business brokering, repositioning and fixing helicopters.

The next time I met Erik was about 30 days later at a birthday pool party. We talked mostly about cigars and how he had been moving A-Star Helicopters to his facility for maintenance. He told me he had about 3000 helicopter hours and 300 in Bell 47's.

The next time I met Erik was at En Fuego Cigars on Sahara and then we drove out to the hanger at 702 Helicopters for him to see my Bell 47. We just walked around it and talked about some of the issues I had been having since I purchased it. I lease space from 702 helicopters to park my Bell 47

In early July of 2019, Erik and I had lunch at Le Thai on

Fremont street with my friend and commercial real estate broker, Seth Grabel. After lunch we headed out to the hanger. He brought a voltage meter with him to test some of the connections in the instrument panel because some of the gauges weren't working. We were particularly focused on the Cylinder Head Temperature Gauge. We spoke with Brian Lorenz and Erik told me he is not an A&P so that anything he does would need to be signed off by an A&P. Brian helped us figure out the cause of the problem which turned out to be a battery connector. Brian also helped us fix a short in the instrument panel that was causing some other electrical issues. I ordered the battery connector which turned out to be the wrong part.

The week of July 15, I flew Neal Toler A&P out of Champaign, IL out to help me get my helicopter flying and do the another Annual inspection. He did an annual inspection in Oct of 2018 in Champaign right after I purchased it. He also transported it to Las Vegas from Champaign in Oct of 2018. We ordered the correct battery connector and a cylinder head temp gauge wiring harness and probe. Neal installed those and on July 17, Neal completed the second annual inspection. I flew a successful flight in the Bell 47 with Neal from KGVV to Red Rock and back on July 19th. Neal Toler left that night to go back to Illinois.

On July 23rd I solo'd in the Bell 47 and had a successful flight from KGVV to Red Rock and Back.



On August 2nd, 2019, Brian Lorenz of 702 Helicopters boarded the Bell 47 with me and we got clearance and flew from the Rancho Pad over the hangers to the South Ramp. I had the controls. We decided not to fly because we were not getting enough power to keep the RPM's in the green. We hovered for about 10 minutes and the helicopter was also backfiring. We shut down and put the helicopter away.

On Aug 27, 2019, I met with Erik for lunch at Le Thai on Fremont Street. We talked about an A-Star that he had just flown the following week. After lunch he came out to the hanger and helped me to re-install the spark plugs which Brian's team had removed and cleaned.

We conducted a preflight check together in the hanger, pushed Helicopter out to the Rancho helicopter pad adjacent to 702 Helicopters. At about 215P I started the helicopter up using the startup checklist with Erik Rasmussen in the right seat. Everything looked good. Did not notify the tower because no intention to enter traffic flow. Our intention was to start up, run, and hover for a few minutes from the Rancho pad. I started the helicopter, ran it up and let it run for approximately 5 minutes. Everything was running well and the helicopter sounded great. I pulled up the collective and hovered for approximately four seconds. I then asked Erik Rasmussen to take the controls. He acknowledged that he had the

controls. I said "you have the controls". In a fraction of a second he had no control of the helicopter and it rapidly tipped and tracked backwards and to our right towards the parking lot. About four seconds after I turned the controls over to Erik, the main rotor struck a fuel cart that was parked against the chain link fence that runs along the perimeter of the parking lot. The next thing I remember we were laying on our left side still seatbelted in. I could hear and smell fuel that was spilling out around us.

Within seconds, Brian Lorenz owner of 702 Helicopters was reaching into the helicopter from the right open door of the helicopter yelling and pulling Erik up and out. He then reached in, and grabbed my right arm after I released the seatbelt and helped to pull me out of the same door which was facing upwards towards the sky. Bianca Lorenz noticed that I was bleeding from my left foot. She immediately pulled me into the 702 Helicopter office and began to treat my left foot.

10 minutes after the crash, while I was being interviewed by the NTSB, Erik told me he had to pick up his kid at school and took off.

I asked Erik to take the controls because the helicopter felt unstable and hard to control. I assumed he had significantly more experience than me based on what he had told me. Hydraulics felt normal but may have experienced rotor wash that resulted instability.

Jordan Adler

9/10/19