

356EV INCIDENT REPORT

At approximately 11.40 am on June 11th 2014 the new owners of 356 were in the process of starting the helicopter to fly back to Texas. The aircraft would not start and I received a phone call from Rey Saclayan that there was an issue with the helicopter. I was returning from the store with lunch and was just a few minutes out from the base. When I arrived the pilot was on the phone to someone asking about the starting procedure and what could be the issue with it not starting. I observed the pilot rolling the twist grip throttle to get the governor and twist grip caution light to go out. The lights went out and then he tried another start and the aircraft started successfully. The other 2 people entered the heli and then several of us watched as we assumed the heli would fly out shortly afterwards. When the aircraft went from ground idle to full RPM the aircraft went into an

overspeed condition and was evident by the abnormal amount of noise it was making. At that point I told Rob Hoecher something was wrong and shortly thereafter the aircraft started to go into ground resonance to which I then yelled at everyone to run as it was progressing to the point where the helicopter was going into dynamic rollover. Everyone that was in the hanger ran for cover and eventually the pilot regained control of the helicopter and shut the aircraft down. During the ground resonance the helicopter rotated about 280 degrees but remained upright. The pilot came in to the office shortly and said that after he started the aircraft the twist grip caution light had come on when the aircraft was in ground idle. I asked him if he then placed the throttle switch into the full rpm position to which he replied yes. By doing this would cause the aircraft to go into overspeed condition. The pilot then stated that he tried to bring the rpm down by rolling the twist grip back which did nothing until he then switched the

throttle switch to off at which time the aircraft shutdown. The pilot seemed very unfamiliar with the starting procedures of the aircraft and I believe there is a possibility that after he started the aircraft that he may of rolled the twist grip throttle which would of made the twist grip light come on. After this if the switch were placed in flight mode the aircraft would go into an overspeed as the fuel control would have the wrong position sensed from the twist grip. There had been no previous issues with this helicopter and believe this to be pilot error in the starting procedure. The aircraft has obvious damage with the tailboom and fuselage buckled and the frequency adapters on the main rotor head cracked. The owners left to fly out of Alaska and the helicopter is currently sitting on the ramp untied with no logbook entries of the occurrence.