

## Johnson Clinton

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**From:** Thomas Tait [REDACTED]  
**Sent:** Thursday, June 12, 2014 4:06 PM  
**To:** Johnson Clinton  
**Subject:** N356EV Notes from T. Tait

Mr. Johnson:

Below are my notes from yesterday, reference the over-speed on N356EV, AS350B3.

Information on the over-speed with AS30B3, N356EV, by the purchaser of this helicopter.

All events transpired on Wednesday, June 11, 2014.

Location of aircraft: PAMR, Merrill Field, Anchorage, AK., Erickson Hanger ramp parking.

While off duty I received a telephone call from the base Lead Mechanic, Rob Hoecher, reference the buyer of N356EV was having difficulties starting the aircraft and would I speak with the pilot. Rob set his phone to speaker and I was able to speak with and be heard by the pilot and Erickson mechanics present.

This call was at 11:11 am Anchorage time for 7 minutes.

- 1) We introduced ourselves to each other.
- 2) I asked if he had flown a B3.
- 3) The pilot said yes.
  - a) I asked the pilot if he was using the RFM, Rotor craft flight Manual, Section 4 for the start procedures.
  - b) He replied, yes, I have the blue book out to that section.
- 4) I suggested checking the "rotor brake" to ensure it was fully seated off.
- 5) That was accomplished and confirmed.
- 6) I asked where the collective twist grip throttle was set. (should be the neutral detent position - flight position)
- 7) The pilot informed that it appeared to be at idle.
- 8) I advised him that the throttle is not to be moved without electrical power on.
- 9) The pilot then said that he found the collective unlocked and the throttle in the idle position.
- 10) I asked the pilot to check the overhead engine start switch and confirm to me that it was off. Also I asked him to notice that there are three positions, "Off - Idle - Flight" and this is how the engine is controlled as long as the twist grip throttle is in flight, system set to automatic.
- 11) He confirmed that it was off and acknowledged the three positions of the overhead engine control switch.
- 12) I advised the pilot to activate the battery switch and then rotate the throttle (twist grip) to the flight position. At this time I also advised him not to move the slider lock, flight detent lock, thus keeping the throttle in the normal position, neutral detent position ie flight. Multiple times I reiterated not to move the slider lock and to keep the twist grip in only the fly position for start, using the "off - idle - flight" switch to control the start and automatic flight rpm.
- 13) I then asked him what the battery voltage was.
- 14) The pilot replied that it was 23.6 volts.
- 15) While 22 volts is the minimum for starting I suggested using a power cart to ensure there was sufficient voltage for the start. This, to eliminate any chance of a voltage drop that could affect the start. Trying to put things in this pilots favor.
- 16) Shortly thereafter the pilot indicated the engine was started.

17) The Engine noise and rotor noise overpowered the cell phone audio quality and with no response from the pilot I hung up.

I was later advised by the EHI Director of Operations, Ron Black, that an over-speed of the helicopter has occurred.

My comments:

- 1) I sensed when talking with the pilot that he did not have much experience, at least quality experience, with the AS350 helicopter, especially the B3 with a DECU, Digital Engine Control Unit.
- 2) When arriving for my work shift at 3pm, Anchorage, AK. time, I was further briefed as to some on the events that unfolded with this event.
  - a) The pilot did not wait for the power cart for the start, (thus not heeding a suggestion).
  - b) The pilot asked a mechanic how to start the engine prior to all these events unfolding.
  - c) During the buyers pre-flight and cockpit inspection an EHI mechanic observed the CFI pilot manipulating the controls. Consider that I mentioned above that the pilot said to me that he found the collective unlocked and the twist grip throttle in the idle position.

These are to the best of my recollection the events as they transpired. Thomas N. Tait

Respectfully,

Tom Tait

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