Record of	☐ Visit	☐ Conference	☑ Telephone Conversation	Date	Time
				5-27-2008	1630

Name (s) of person (s) contacted	Location
Teri Seward, and Quinn [redacted]	Three-way telephone conversation.

Digest

Quinn remembered he was seated in the front left seat of the helicopter, and that at one point the helicopter's engine quit, and the pilot told everyone to "hang on" that they were going to crash. Quinn's father reported that while Quinn was in the hospital (under the influence of narcotics) he kept talking about falling out of the sky. During the conversation Ms. Seward expressed concern that Quinn felt that he might be responsible for the accident. She asked if there was a possibility that the pilot might let him fly the helicopter. I told her that the dual controls had been removed from the helicopter, and that it was unlikely that Quinn could be flying.

Conclusions, Actions Taken, or Required

Signature	Date	Time
Lawrence R. Lewis		

Lewis Larry

From: Bennett, Terry [redacted]
Sent: Tuesday, December 01, 2009 4:00 PM
To: Lewis Larry
Subject: N213EH

Larry,

I confirmed with our senior check airman, we only "discuss" a high RPM issue and do not demonstrate this in the aircraft. The Turbomeca engine does not allow the throttle to be placed into a high RPM situation like other fuel controls in other types of engines. We do demonstrate the ability of the pilot to move the throttle out of the flight gate and into the "Emergency" position but that is done on the ground due to the higher RPM obtained. This is not considered being in "manual" but in Emergency.

Hope this helps.

Terry Bennett

Record of	Date	Time
☐ Visit ☐ Conference ☑ Telephone Conversation	4-30-2008	

Name (s) of person (s) contacted	Location
Chris Lovette [redacted] Motorist witnessed takeoff.	

Digest

Mr. Lovette said he was north bound on the Glenn Highway going to work in Valdez, about 0930 on the morning of the accident. He said he saw a helicopter depart from a roadside rest near Alascom Rd in the area of Tahneta Pass. He said the weather was overcast, the visibility was about 2 miles, and it was snowing lightly. The helicopter departed the rest area southeast bound below the overcast, but then made a steep descending right-hand turn. He said initially he thought the helicopter was going to crash, but as he approached the rest area he saw a ravine where the helicopter descended. He said it was not unusual to see helicopters working along the road, and that he had been involved in some helicopter operations with his job on the Alaska pipeline. He said he did think the steep descent was unusual, and upon arriving at work he made a comment to his co-worker about the ride the pilot had given his passengers. He said he did not hear about the accident for several days, and that's when he contacted the IIC.

Conclusions, Actions Taken, or Required

Signature	Date	Time
Lawrence R. Lewis		

Record of	Date	Time
☐ Visit ☐ Conference ☑ Telephone Conversation	7-23-2008	

Name (s) of person (s) contacted	Location
John Kemp	

Digest

I spoke with John to see if anyone had reported passengers interfering with the floor mounted engine controls. He said he had heard anecdotal information from pilots, and industry wide, but could not relate any documented cases. He said ERA has not had any damage done to machines as a result of inadvertent movement of the controls. He said he had heard of purse straps and camera bags being caught on the levers.

Conclusions, Actions Taken, or Required

Signature	Date	Time
Lawrence R. Lewis		

Record of	Date	Time
☐ Visit ☐ Conference ☑ Telephone Conversation	7-22-2008	

Name (s) of person (s) contacted	Location
Joe Hicks, TEMSCO Helicopter [redacted]	

Digest

I spoke with Joe to see if anyone had reported passengers interfering with the floor mounted engine controls. He said TEMSCO had been placing guards on the floor mounted controls because the pilots had been reporting interference with the controls by passengers. He said he had heard about one individual stepping on the fuel flow and rotor brake when he turned around to talk to passengers in the back. He said TEMSCO was slowly converting their helicopters to left hand drive, and moving the controls to the left outboard side of the helicopter. He said it facilitated two things, it enhanced their long line capability, and kept front seat passengers from inadvertently interfering with the controls. He said even moving the controls to the left side had not stopped the interference, and the left side controls had to be guarded from passengers using them as handholds when getting into the helicopters.

Conclusions, Actions Taken, or Required

Signature	Date	Time
Lawrence R. Lewis		

Lewis Larry

From: Johnson Clinton
Sent: Wednesday, April 16, 2008 4:22 PM
To: Lewis Larry
Cc: LaBelle James
Subject: ROC/ELT

Larry,

Just FYI: This afternoon, I had a brief conversation with Kim in the ROC. She said that while on duty yesterday, about 1115, she received a call from Anchorage Center, indicating that they had been receiving reports of an ELT in the area of Sheep Mountain Lodge. She asked the controller if RCC was aware of the ELT and she was told that they did know.

Jim asked that I jot this down, and shoot it to you in an e-mail.

Clint