

Communication Summary

June 29, 2020 at 0930 cdt

Information from: Officer Chase Cormier, HPD



Summary & Factual Information: Officer Cormier was able to join a conference call to answer follow-up questions in reference to a helicopter accident.

Also, on the call was:

Inspector Daniel Prince, FAA

Mr. Nick Shepler, Rolls Royce

Ms. Joan Gregoire, MD Helicopter

Ms. Marie Miller, NTSB Performance

Mr. Chihoon Shin, NTSB Helicopter Systems

Mr. Dan Horak, NTSB Video Analyst

Ms. Gregoire asked if with the landing light on and using NVGs is there filtration of the light? Answer - Due to the altitude during the mission, the light does not affect NVG operations – only at ground level does the light affect NVG operations. Lights? Answer - During mission, no spot light used – Using NVGs during mission. TFO was using FLIR.

Mr. Shepler indicated that he heard that the engine was performing as expected. Answer – Cruise there were no engine issues during the flight. During the spin, took torque out – not all the way off – just retarded. Heard power coming back when polling power back in.

Inspector Prince did not have any further questions.

Mr. Shin asked about the spin/vibration. Answer – It was a surprise – had to look down at controls because of the vibrations. Violent spin started – could not determine where the vibrations came from – pedals of cyclic. Sudden onset of vibration. Was the vibration high or low frequency? Like shaking a bottle or a shake weight – slightly higher frequency – more a shutter than a buzz. How long did it last? Answer – One or more seconds – don't recall exact length, however recalls spinning.

Ms. Moler asked about where the vibration occurred. Answer – Vibration got attention – spinning like tail not functioning – tried to get airspeed over tail – flying straighter. Focusing inward – wooded area around the helicopter/dark night conditions. Looked right through bubble. Ground coming up fast. Leveled helicopter. All occurred within second. Thought helicopter was recovered. Does not recall airspeed. Can't remember exactly a geographical point where the vibrations occurred.

Mr. Horak did not have any further questions.

Mr. Shin asked about the weight & balance. Answer, full fuel – 1/2 fuel about time of accident.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator