

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN21LA187

MEMORANDUM OF CONVERSATION

Kenneth Norman, Passenger/Mechanic

April 28, 2021

Interviewee: Kenneth Norman (Passenger/Mechanic)
Date/Time: April 28, 2021 / 1059 - 1119 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

NTSB Investigator Fox and Mr. Kenneth Norman discussed a separate statement provided by Mr. Jason Mitchell (Safran Helicopter Engines Field Representative).

Mr. Norman acknowledged that he knew Mr. Mitchell, that Mr. Mitchell was his Safran Field Representative, and that they have worked together on multiple aircraft that Mr. Norman routinely maintains.

When asked if he recalled having telephone conversations with Mr. Mitchell on the day before the accident and on the day of the accident, Mr. Norman replied that he vaguely recalls having spoken with Mr. Mitchell.

When asked if he had traveled to Topeka, Kansas, to investigate a fuel system issue with the accident helicopter, Mr. Norman unequivocally stated that he had not traveled to Topeka, Kansas, to investigate any fuel related issues on the helicopter.

When asked if he had any conversations with Mr. Mark Boyer in the days/weeks preceding the accident about any fuel system related issues, Mr. Norman unequivocally stated that he had no conversations with Mr. Boyer about anything fuel system related (to include fuel lights, fuel bypass events, or fuel filter inspections).

Mr. Norman stated that he vaguely recalls having discussed a fuel light and/or a fuel filter issue with Mr. Boyer in late 2020 or early 2021, and that he believes the fuel filter had been replaced in early 2021.

When asked if he ever purchased a fuel filter for Mr. Boyer, Mr. Norman stated that he might have but he would have to check his records. Mr. Norman stated that he typically makes his purchases directly from Airbus or one of their approved part distributors. He noted that Safran does not sell parts to maintainers directly.

When asked if he recalled discussing any fuel system troubleshooting issues with Mr. Mitchell on the day before the accident, Mr. Norman acknowledged that they had discussed the EC120B fuel system and that Mr. Mitchell had reminded him about the Fuel Control Unit (FCU) fuel filter. Specifically, that the replacement of the FCU fuel filter was not included in the 600 hour inspection anymore, but the maintenance instructions could still be found in the maintenance manual. Mr. Norman noted that he and Mr. Mitchell had recently worked on another helicopter that had a fuel system issue, and implied that this was the genesis of the conversation and not the accident helicopter.

Mr. Norman reiterated that his travel to Topeka, Kansas, was in no way associated with any ongoing troubleshooting of the helicopter's fuel system.

Mr. Norman also reiterated that he had not discussed the fuel light or fuel filter situation with Mr. Boyer on the day before the accident or on the day of the accident.

When asked if he had removed and inspected the FCU fuel filter while he was in Topeka, Kansas, Mr. Norman unequivocally stated that he had not removed the FCU fuel filter while he was in Topeka, Kansas.

When asked if he had seen a fuel filter sitting on a workbench in Topeka, Kansas, Mr. Norman replied that he had not been in the private hangar where the helicopter was kept, nor had he seen any fuel filter sitting on a workbench when he was in Topeka, Kansas.

Mr. Norman was cooperative throughout the conversation.