



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

Subject: ERA16LA104
Who: CFI Interview Summary – Charles Consenza

In a telephone conversation, Mr. Consenza stated:

- Ready to depart the dolly which is where helicopter sits.
- When it started to become light on the skids it immediately started to roll and it went onto its side.
- The skids could have caught on the dolly.
- It happened so quick
- It was a dynamic roll over and when it happened it was too late to do any corrective action.
- The dolly had metal plates
- Underneath the skids there are shoes there, there are bolts that go through the shoes and the skids.
- If there is any side movement, it is very easy to have a bolt get on the dolly and create a resonance. And when you introduce that it's hard to correct.
- A dynamic roll over can be created from the bolt catching up.
- That type of bolt hang up has not happened before in this helicopter.
- It wasn't very windy, and they were facing into the wind, they were maybe 5 miles an hour and they were pointed right into the wind.
- Did a preflight check, which is extensive, and scrupulously did the checklist.
- His background is the police department.
- 2700 hours in a jet ranger.
- It could have possibly been a mechanical issue.
- It happened so quick, I've never seen or felt anything that quick.
- Did a flight control check and a hydraulic check and before we took off, he had his hands on the controls, he looked to the left and that's when the issue

happened. You look to the left, if you're not looking forward, you don't have to peripheral to see if anything is sliding or catching up.

- To the right was an active taxiway
- Did flight control check and adjusted the friction and did the hydraulic check then we ran through the flight controls.
- They added a little bit of friction onto the cyclic.
- No abnormal vibrations in the flight controls and the hydraulic check nothing wrong with the hydraulic check.
- Did the checklist as required for the flight controls. Made the "X" as required. He has 600 hours of helicopter experience and 5 hours in the JetRanger.
- The other pilot was at the controls at the time of the accident.