



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: October 25, 2018
Person Contacted: FAA; Jose-Zayas-Fernandez
NTSB Accident Number: ERA18LA271

Narrative:

The pilot was not sure about the amount of gas on-board. They added about 40 gallons a week before the accident and flew the helicopter on September 21st and 24th with no issues reported.

They also drained several gallons of “old” fuel to get rid of any contaminants. The helicopter had been sitting for a very long time. It had not been flown in years and had just undergone some maintenance.

During climb out, between 500 and 1,000 feet, the pilot stated that the engine flamed out. He attempted an autorotation, but the skid hit, and the helicopter nosed over; the rotor blades contacted the tail boom and separated it and the helicopter spun around before coming to rest.

Likely that the helicopter ran out of fuel. The helicopter was filled with about 40 gallons on August 27th, minus what was drained. It was flown 1.1 and .7 hours before the accident flight and there was no record of another fill up.

[END]



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Date: December 8, 2020
Person Contacted: Rolls; Jack Johnson
NTSB Accident Number: ERA18LA271

Narrative:

Telecon with Mr. Johnson from Rolls Royce to confirm the approximate fuel burn for the accident helicopter. Briefly discussed the accident and if he could confirm the fuel burn.

For this helicopter, with the installed T63-700, it burns about 190 pounds per hour during cruise.

[END]