



## RECORD OF INTERVIEW

**Daniel P. Boggs**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: April 10, 2019 @ 1240 EDT**  
**Person Interviewed: Bryan Messick-pilot**  
**NTSB Case Number: ERA19FA142**

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### **Narrative:**

Mr. Messick was interviewed by telephone.

Mr. Messick works for Florida Sun Coast Helicopters.

Mr. Messick stated he found out about the helicopter on the morning of 4/4/19. He was told to travel up to the stranded helicopter with two mechanics and once the helicopter has been repaired, he was to fly it back to the maintenance facility in Sarasota. They met the FAA at the helicopter and talked about the work to be performed on the helicopter. Mr. Messick sumped the fuel tanks and found no debris or water. They pulled the gasolator off and it was clean. Mr. Messick stated that the FAA asked him to start the helicopter and hover it if he could. Mr. Messick started the helicopter and let it warm up. No anomalies were noted at this time. Once he pulled on the collective, the engine started to surge and run rough. He lowered the collective and immediately pulled the mixture control out to shut down the engine. After discussion with Robinson and the FAA, they decided to replace the fuel servo unit with a new one. The FAA departed at this time and they changed out the servo. Mr. Messick then started the helicopter and ran up the engine to 100% with no anomalies. He then hovered the helicopter for several minutes and tested the engine several times. He shut the helicopter back down and they checked it one for time for leaks or anomalies, none found. After lunch, Mr. Messick and a mechanic got back in the helicopter and they ran the engine again and hovered for several more minutes. They decided that the engine has been fixed so they departed for Sarasota. After about 15 minutes of flight, the engine started to surge again and run rough. Seconds later the low rotor horn and light came on, so Mr. Messick lowered the collective and started to look for a place to land. The only place he could see was on a street and set it down behind a large truck. The helicopter continued to slide forward due to momentum and hit a telephone pole. He immediately turned off the fuel, master and mixture. They egressed the helicopter through the doors.



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**Date: 4-6-2019 @ 1300**  
**Person Interviewed: Brent Mutton-Owner**  
**NTSB Case Number: ERA19FA142**

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### **Narrative:**

Mr. Mutton was interviewed by telephone

Mr. Mutton stated he purchased the helicopter new from Robinson in January and flew it from the factory to his house in Fort Wayne. The helicopter only had 4 hours total time at this point. Sometime in February he flew to Naples Florida where he has been flying everyday since then. Mr. Mutton stated he has not had any problems with the helicopter until March 31, 2019. He stated he was flying back to Fort Wayne with his brother. About an hour in to the flight near Tampa Florida, the engine lost total power. He was at an altitude of 1,000 ft. and he located a field to autorotate to. He landed uneventfully. Once on the ground safely, he looked over the helicopter and everything looked good. He called the dealer who sold him the helicopter and told him about the engine loss of power. The Dealer made a call to the factory and then to Florida Sun Coast helicopters to get them starting to help. Mr. Mutton sumped the fuel tanks and made sure the fuel was clean, he then started the engine and performed ground runs. Everything checked good until he pulled on the collective and started to pull manifold pressure, the engine had another total loss of power. He restarted the engine again and ran the engine up to 100% without the main rotor engage and it checked good. He then engaged the main rotor and as soon as he pulled the collective back and started to see manifold pressure, the engine had a total loss of power. He restarted the engine for a third time and each time he got to 80% power, the engine would start to lose power and he would lower the collective and keep the engine running. He performed this test several times before shutting down the helicopter and telling Robinson they needed to come out and fix it for him. Mr. Mutton and his brother left the helicopter and went home. He received a phone call on the morning of the 4<sup>th</sup> from the FAA. They told him that mechanics were working on the helicopter and it should be fixed soon. A couple hours later, he received a call telling him that his helicopter has been in an accident. He received no further communications.



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**Date: 4-7-2019 @1400**  
**Person Interviewed: Osvaldo Torres-Mechanic IA A&P**  
**NTSB Case Number: ERA19FA142**

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### **Narrative:**

Mr. Torres was interviewed by telephone.

Mr. Torres stated the company, Florida Sun Coast Helicopters was contacted by Robinson Helicopters to go repair and retrieve an R44, N4046J. He further stated they met the FAA on the morning of 4-4-2019 at the helicopter. They told the FAA they would look over the helicopter and repair as needed. Mr. Torres checked fuel levels, sampled the fuel, checked the gasolator and checked the screen. All looked good so they performed a ground run. Ground run was good, mags checked good, rotor split good. Then when the pilot pulled on the collective, the engine lost all power. Mr. Torres told the FAA that the only thing it could be is the fuel servo. The FAA left at this point and told them to call when it was fixed. Mr. Torres swapped fuel servos with a new one. They performed another ground run with no anomalies. They hovered the helicopter for 20 mintues at different power settings with no anomalies. After a lunch break, they came back to the helicopter and performed another ground run and hover test. No anomalies were noted so the pilot decided to continue his flight back to the maintenance facility located in Sarasota Florida. Mr. Torres drove the maintenance truck and headed back to Sarasota when he received a phone call a couple minutes later from the pilot telling him they crashed downtown Tampa.