



RECORD OF CONVERSATION

James F. Struhsaker
Senior Air Safety Investigator
Western Pacific Region

Date: Accident date, October 29, 2013
Person Contacted: Jonathan Douglas Maynard
New hire/trainee Pilot for Air Medical Resource Group (AMRG)
NTSB Accident Number: WPR14LA038, N985EW

Narrative:

The day after the accident, October 30, 2013, an FAA inspector and I examined the helicopter. We found no discrepancies with the helicopter. The trainee pilot had commented/complained several times about how stiff the rotating wrist throttle control was on the collective. He insisted that he had the friction lock adjusted properly.

After the two pilots departed, I got into the right seat rotated the friction lock fully one way. I found it very difficult to rotate the wrist throttle control. It took some effort, but I could move it. Next I moved the friction lock fully in the other direction. I could easily move the wrist throttle control with just two fingers. I could not identify any discrepancies which might have prevented normal operation of the wrist throttle control.

Jim Struhsaker
Senior Air Safety Investigator