

Le Bourget, 25 June 2014

James F. Struhsaker
National Transportation Safety Board
Senior Air Safety Investigator

Copy: EASA, Airbus Helicopters, Turbomeca (mailing list)

N° 356/BEA/INV

Subject: BEA comments on the Factual and Brief reports for the accident involving the helicopter N985EW in Kona, Hawaii, on October 29, 2013

Y/ref : NTSB ID WPR14LA038

Dear Jim,

Thank you for having associated the BEA with the investigation into the accident to the helicopter registered N985EW, and for the opportunity to make comments on the Draft Factual and Brief reports. I would also like to reiterate our great appreciation for the spirit of cooperation that has permeated this investigation.

It is in this same spirit, and with the interests of civil aviation safety in mind, that we thereafter present you with one observation: the 4th paragraph of the "WRECKAGE AND IMPACT INFORMATION" chapter page 1c is not correct for the VEMD flight time. Indeed, the time duration recorded by the VEMD is not from master switch "ON" to master switch "OFF" but from the beginning of the flight state (Ng increasing above 60%) to the end of the flight state (Ng decreasing below 50%).

The BEA remains at your disposal for any further information that you may wish to obtain.

Yours sincerely.

Arnaud Toupet

