

Record of Conversation

Wednesday, January 07, 2015
10:10 AM

Interview:	Jack Clements
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Lt Jack Clements of Las Vegas Metro Police Department Air Support.

Lt Clements stated that in light of the accident that LVMPD was taking the following actions:

- Send the NTSB IIC fuel lines and fuel filter for examination
- Replacing all fuel & oil lines with "high heat" lines in the LVMPD fleet.
- Contacted MD Helicopters regarding additional airframe fuel filters.
- Possibility of leaving the fuel boost pump ON while in flight.
- Sending witness statements to NTSB IIC.
- Conducted a fleet wide safety stand down and performed a thorough inspection of all aircraft.

One aspect of the accident was the fact that the crew had manned and operated the helicopter prior to the maintenance personnel fully completing their maintenance documentation. Additionally the helicopter was on a post maintenance flight when it responded to a law enforcement call. Possible actions were discussed that are consistent with operational best practices included having a second mechanic review the work performed on the helicopter, and not releasing the aircraft to the flight crew until maintenance personnel are fully satisfied the maintenance performed is complete, checked, and documented appropriately.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region



RECORD OF CONVERSATION

Maja Smith
Aviation Accident Investigator
Western Pacific Region

Date: January 9, 2014
Person Contacted: Mr. David Callen
NTSB Accident Number: WPR15TA071

Narrative:

The following is a synopsis of the information provided by Mr. Callen in a telephone conversation on this date:

- The event occurred about 1330 PST on December 31, 2014
- The helicopter was MD Helicopter, 369FF, serial number 0174FF, registration number N530KK
- The night prior to the accident, the pilot reported he got 7-8 hours of sleep.
- On December 31, 2014, the pilot came to work around 0800. The weather was within limits, but it was really windy so nobody flew that morning.
- The accident helicopter was down for maintenance. A discrepancy was written for a generator. The old generator was taken out, and the mechanics were putting on the new one. The helicopter also needed a 100 hr inspection.
- Mr. Callen went to lunch and returned between 1200 and 1300. Around 1300, the weather started to improve, so at about 1315, he decided to go fly
- He took Mr. Paul Lourenco to act as an observerman throughout the flight. Another pilot had informed him that the 100hr inspection was done, and that the helicopter needed to be checked in flight. Mr. Callen and Mr. Lourenco went to preflight it. Mr. Callen conducted a preflight of the engine and the tail, and Mr. Lourenco did the rotor mast and the rest of the helicopter. No issues were found
- They took off around 1320, and immediately received a law enforcement call. The location of the call was at an apartment complex. Mr. Callen started the right orbit above the complex at 500ft agl, while Mr. Lourenco was trying to locate the building where the suspect was reported to be

- At about 270 degrees into the orbit, Mr. Callen heard the engine slightly degrading. The rotor rpm went down to 97%. He leveled off and tried to increase the rpm manually but it did not work. He told Mr. Lourenco that there was something wrong with the engine. For a second or two he thought that the governor froze and that maybe they will be able to fly it back to the airport
- He started left turn towards the airport but rpm started dropping rapidly.
- He entered an emergency autorotation and started looking for an area to land. The rpm were so low that the controls felt mushy.
- They landed hard. Mr. Callen does not remember sliding but he noticed later that the helicopter slid about 100 ft. When the helicopter came to a complete stop, he felt pain in his back. Mr. Lourenco shut off the fuel, helped him egress the helicopter and went back to shut off the battery



RECORD OF CONVERSATION

Maja Smith
Aviation Accident Investigator
Western Pacific Region

Date: January 5, 2015
Person Contacted: Mr. Paul Lourenco (Pilot)
NTSB Accident Number: WPR15TA071

Narrative:

The following is a synopsis of the information provided by Mr. Lourenco in a telephone conversation on this date:

- The event occurred about 1329 PST on December 31, 2014
- The helicopter was MD Helicopter, 369FF, serial number 0174FF, registration number N530KK
- The pilot reported it was a regular day. He came to work in the morning, had a briefing, checked weather, and did a risk analysis. He stated they did not fly that morning due to weather (high winds).
- He and Mr. Dave Cullen (the other pilot) talked to mechanics who were working on the helicopter, performing a 100hr inspection. Afterwards, the pilots went to lunch
- Upon returning from lunch, the pilots checked with mechanics who informed them they were almost done
- At approximately 1320, the pilots went on a patrol flight which was also the first flight after the inspection. From the time they took-off to the time they received a law enforcement call, approximately 7 minutes elapsed.
- Upon arriving to a call location, they entered a right orbit. Mr. Lourenco, a non-flying pilot, was using binoculars, so he was not paying attention to gauges. After completing a full 360 degrees, Dave said something about RPMs which got Paul's attention, and he looked at the instrument panel.
- He saw that the rotor RMP dropped to 97-98% for a second or two, and then linearly started dropping all the way. At 95%, they received a low rotor warning (audio signal and flashing lights).

- Mr. Cullen initiated an autorotation, and Mr. Lourenco made necessary radio calls.
- The helicopter hit nose high, and there was no control in the cyclic; the landing gear skids broke off, and the helicopter rotated hard left and then stopped. The main rotor was not spinning.
- Mr. Lourenco pulled fuel cut-off, got out of the helicopter and assisted Mr. Cullen with the egress. When both pilots were outside the helicopter, Paul returned to shut off the battery.

On 12/31/14 at approximately 1240 hrs. I, Thomas Cochran, P# [REDACTED] and A&P Certificate # [REDACTED], acting within the employment of the LVMPD as an Aircraft Mechanic, completed the 100 hour inspection on LVMPD MD-530-FF Aircraft Air-2, tail number N-530-KK. Following the completion of the work I left the aircraft inside of the hanger and took a short lunch break prior to completing the 100 Hour Inspection paperwork.

While eating lunch I was approached by LVMPD Pilots Dave Callen and Paul Lourenco who inquired as to whether or not we (the maintenance section) were "done with Air-2". I advised them the 100 Hour Inspection was complete, however the paperwork was as yet uncompleted.

As I began signing off the section entitled "ELECTRICAL" on Page-9 of the 100 Hour Checklist I realized the "chip-light" check specified within the 100 hour inspection protocols had not been accomplished. I signed the block indicating the check had been accomplished and then immediately went out to the aircraft to perform this task. At that time I became aware the aircraft had already become airborne.

I returned into the hanger to use the restroom. While exiting the restroom I became aware the aircraft had made an emergency landing as documented within LVMPD Event Number 141231-2085. Per the P.A.I.P. I, along with Director of Maintenance Rick Lund, P# [REDACTED], and Aircraft Mechanic Darin Welsh, P# [REDACTED], immediately responded to the aircrafts location. Because of this emergency response the remainder of the 100 Hour Inspection paperwork was not completed.

Thomas Cochran, A&P [REDACTED]