

From:

[REDACTED]

[REDACTED]

re Helicopter maintenance support (WPR18LA188)

Date:

Thursday, July 19, 2018 2:31:51 PM

Yes Sir

We freshwater compressor rinse the engine after every flight.

The problem was a post engine compressor wash wet igniter. Once the igniter dried, the engine start was normal.

v/r

James L Montgomerie

[REDACTED]
[REDACTED]

On Jul 19, 2018, at 3:48 PM, Huhn Michael [REDACTED] wrote:

Great, thank you for the prompt response

Regarding the July 4 "problem" referenced below, do you have any additional details or documentation, particularly concerning the nature of the problem/symptoms?

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: james montgomerie [REDACTED]

Sent: Thursday, July 19, 2018 1:09 PM

To: Huhn Michael <[REDACTED]>

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Re: Questions re Helicopter maintenance support (WPR18LA188)

Sir

Please see my comments below in red

Thanks

v/r

James Montgomerie

+ [REDACTED]
[REDACTED]

From: Huhn Michael [REDACTED] -

Date: Thursday, July 19, 2018 at 2:28 PM

To: Richard Riddle <[REDACTED]>
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Questions re Helicopter maintenance support (WPR18LA188)

Richard/James

Unless specific to N8648F, the questions concern VSC helicopters operating from foreign-registry boats/ships, while at sea

- a. When, where, and how do helicopters transfer to their assigned fishing boat?
Normal rotation is approx. 3 x weeks, Aircraft fly onto the Boat from MAJ International Airport Base to MAJ Harbor, approx. 5 min flight.
- b. Does VSC assign & station a mechanic to each helicopter that is assigned to/placed on a fishing boat? No, aircraft are back at MAJ Base every three weeks
- c. How does VSC assign pilots & mechanics to helicopters (esp re duration of assignment, time at sea, etc) Crews Rotate ex MAJ, Pilot stay on Boat while at sea, Mainx crews stay at MAJ Base

Maintenance, squawks, etc

- d. What methods does VSC use for pilots to communicate mechanical concerns to VSC? Boat Satcom, voice, text or email
- e. What are the forms/formats of such communications Boat Satcom, voice, text or email
- f. Who gets copies/contacted on those communications, and when? MAJ Base, VSC Mainx and Ops Department, daily basis
- g. Where are records of such communications cataloged and stored VSC Destin, Florida
- h. Who attends to and rectifies any such reported squawks MAJ Mainx and Ops Department

N8648F Questions

- i. When did N8648F first get assigned to the most recent (accident) fishing boat?
April 2016
- j. When did the accident pilot most recently get assigned to or begin flying N8648F
Jan 2018
- k. Was a specific mechanic assigned to N8648F once it was deployed No, all mainx
done at MAJ Base
- l. If so, who was he, who was he employed by, and what is his contact info all
mainx done at MAJ Base
- m. Where was he stationed while assigned to N8648F all mainx done at MAJ Base
- n. What communications/squawks/queries did the accident pilot make regarding
N8648F prior to the engine replacement Battery switch issue 21 June, solved at
MAJ Base
- o. What communications/squawks/queries did the accident pilot make regarding
N8648F since the engine replacement See below last email from Jeff Lavere 4
July

> On 4 Jul 2018, at 5:03 PM, jy868 <[REDACTED]> wrote:

>

> Hi Craig

>

> Thanks for the reply, i just received your emails a few minutes ago. Rob reached
me via inreach and was able to deduce that the problem was simply oil build up from
the dry starts. He had me start again and everything is now running fine. I have had
two successful flights and a good power check. Thank you

>

> Jeff

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

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