

I met Jordan about 2yrs ago through a mutual friend Roger Hallback, Jordan had mentioned that he was a helicopter pilot & was looking into buying a helicopter, I told him I was a commercial pilot with helicopter experience which was a lie, I have & had a huge problem with lying for which I'm currently in treatment for. Jordan & I exchanged numbers & started talking about helicopters & what he was looking to buy, he decided on the Bell 47, which I told him that I had about 250 hours flight time in that model. Once he got the 47 back to Vegas he asked me if I would come take a look at it as he had not flown it. I agreed to come out to 702 Helicopters & take a look at the bell 47 I did inform ~~him~~ Jordan & Brian that I was not an ACP, both had no problem. During that first look @ the Bell 47 the only issue that I ~~was~~ noticed was the battery was dead even though it was brand new so I told Jordan that something was draining the juice. It was probably a few months before I met Jordan again to look over the 47 & hopefully attempt to start it, we successfully started it that time but didn't hover or fly it at all. Another few months passed Jordan called or text I don't remember exactly asked me to come out again which I agreed to, when we got to the hanger all of the spark plugs had been pulled out because they had souled so both Jordan & I looked at them before putting them back in. Jordan had mentioned to me that he had flown the helicopter previously & ~~that~~ that he had heard a strange noise / vibration from what Jordan said the main rotor. I climbed up & looked at the main rotor & shaft, I didn't see anything that looked off or odd. I told Jordan that I

P, 7 2x

thought everything looked ok so why don't we drag it out to the pad & start it, he agreed. We got it to start on I believe the 3rd try, we had it running on the ground a good 20 plus minutes. Jordan ran through his checklist thoroughly & I thought everything looked & sounded good. I don't remember if it was myself or Jordan if we should try a hoover. I said if you feel comfortable then go for it is not don't. Jordan said he was ok with it as long as I'm in it with him. I said ok. Jordan brought the 47 up in a hoover for ~~to~~ about 10-15 seconds when the 47 tilted backwards, & Jordan had asked me before lift off if I would keep on the controls ~~with~~ with him I agreed to do so. ~~One~~ Once the 47 tilted back Jordan somewhat panicked & asked me to take control, from what I remember we started climbing & the 47 rolled to the left & we crashed into the fuel tank & fuel trailer. Jordan was on the ground below me. I asked if he was ok he said yes, I told him to get out because I could smell the fuel @ that point & if I were have unbuckled first I would have fell on top of him. Once he was out I got out & grabbed the closest extinguisher & deployed it on the engine's leaking fuel.

Everything happened so quick that I didn't have time to say or do anything to Jordan when he asked me to take the controls I should have never let it get to the point that I did.

I've been seeking treatment for my lying problem approx 6 weeks I'll be happy to provide my therapist info if needed.

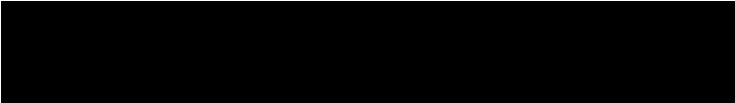
INSPECTOR STATEMENT

ENFORCEMENT: 2020WP190001

November 22, 2019

SUBJECT: Eric Paul Rasmussen

On October 3, 2019, I interviewed Mr. Erik Rasmussen, at the Nevada FSDO, Las Vegas Office. Mr. Erik Rasmussen provided a written statement during the interview (IOP# 10) which I witnessed him write and sign.



Date: November 22, 2019