

Stein Stephen

From: Troy Mason [REDACTED]
Sent: Friday, January 14, 2022 8:42 AM
To: Stein Stephen
Subject: Re: NTSB Investigation - N7480F - 6120.1 Form

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Steve,

The throttle has a detention stop at the idle position. You can reduce power to that stop without cutting all the power to shut off. When I would adjust the throttle to simulate the loss of engine I would just reduce it to where I felt the power reduce and wouldn't take it all the way to the detention stop.

Troy Mason
[REDACTED]

On Jan 14, 2022, at 8:28 AM, Stein Stephen <[REDACTED]> wrote:

Sorry I thought either you or Patrick said you were just relying on the correlator when you dropped the collective. So my question is how did you determine you reached IDLE power?

From: Troy Mason [REDACTED]
Sent: Thursday, January 13, 2022 12:42 PM
To: Stein Stephen [REDACTED]
Subject: Re: NTSB Investigation - N7480F - 6120.1 Form

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Hi Stephen, Happy New Year.

You ask about lowering the collective to reach idle? Feel like those are two different things. You reduce your throttle to simulate loss of the engine and then lower the collective and enter a decent to keep your rotor blades spinning at 100%.

Troy Mason
[REDACTED]

From: Stein Stephen <[REDACTED]>
Date: Thursday, January 13, 2022 at 1:11 PM
To: Troy Mason [REDACTED]
Subject: RE: NTSB Investigation - N7480F - 6120.1 Form

Hi Troy,

I hope your 2022 is off to a great start.

I'm writing the final report for this investigation and had a question. When you would lower collective to simulate the engine failure and enter a practice auto, how did you determine you reached IDLE?

Thanks,
Stephen

From: Troy Mason <[REDACTED]>
Sent: Tuesday, June 29, 2021 12:41 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Investigation - N7480F - 6120.1 Form

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Stephen,

My instructor told me to recover from the practice auto rotation at about 300 ft AGL. At that time, I simultaneously rolled on to advance the throttle and pulled in some collective to arrest the decent. There was no response from the throttle and my instructor said the engine has stalled, My helicopter. He then had the controls and pushed the helicopter forward to try to regain rotor speed from the attempted recovery, but we were approximately 200 ft AGL at this time. My instructor was able to slow the forward movement to only 4-5 mph put the ground was a freshly plowed field and the skids dug in and the momentum rolled us forward on the nose and it then settled on its right side. Once my instructor called it's his helicopter, I was able to devote my attention to attempting an engine restart, but we only had seconds and I was unable to restart the engine. There was a lot going on in a short amount of time and I didn't notice the position of the rotor and engine rpm.

I do feel my instructor handled the emergence situation amazingly well but once the engine stalled so close to the ground in the recovery there wasn't enough altitude.

Troy Mason
[REDACTED]

From: Stein Stephen <[REDACTED]>
Date: Monday, June 28, 2021 at 5:19 PM
To: Troy Mason <[REDACTED]>
Subject: RE: NTSB Investigation - N7480F - 6120.1 Form

Hi Troy –

Doing the aircraft examination this week and have some questions for you.

- How did you attempt to recover?
- Did you move the throttle or raise the collective?
- Do you remember what position the rotor and engine rpm indicator needles were when you did this?

Thanks,
Stephen

From: Troy Mason <[REDACTED]>
Sent: Tuesday, January 19, 2021 8:30 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Investigation - N7480F - 6120.1 Form

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Stephen,

Attached is the completed form 6120.1 I have the log books and will be shipping them tomorrow morning.

Please let me know if you need anything else.

Troy Mason
[REDACTED]

From: Stein Stephen <[REDACTED]>
Date: Wednesday, January 13, 2021 at 5:44 PM
To: gmail account <[REDACTED]>
Subject: NTSB Investigation - N7480F - 6120.1 Form

Dear Mr. Mason,

The National Transportation Safety Board is investigating an accident involving a Hughes 269C (N7480F), which occurred on January 13, 2021 in Spanish Fork, Utah. Although you were not the pilot-in-command at the time of the accident, I will need for you to complete a portion of our standard accident form.

Please complete the "Flight Crewmember 2" section of the form (page 6) and include a detailed written statement of the events as they pertain to the accident. The form should be returned to me as soon as possible. Please pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident. If you have a completed written statement, please submit it to me at your earliest convenience.

You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, you may electronically sign the form by checking the box on the last page and e-mailing it directly to me at

by January 27, 2021.

I have also attached a prepaid UPS label for the aircraft logbooks. Mr. Omer will likely need them to complete the aircraft information section of the form, so no rush on mailing these to me. As discussed, I will return them promptly after they have been photographed.

Should you have any questions, please feel free to contact me at the number below.

Regards,

Stephen

Stephen Stein

Aviation Accident Investigator

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