



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR21LA086
Aircraft Registration & Make/Model: N7480F; Hughes 269C
Accident Location: Spanish Fork, Utah
Accident Date: January 13, 2021

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Patrick Omer
Flight Instructor

Interview Date & Time; January 7, 2022, 0952 PT

Mr. Omer stated following shutdown at the end of each day they would follow the “shutdown” section of the laminated checklist that required them to roll throttle off to idle pull the mixture to shut the engine off, disengage the boost pump.

Mr. Omer further remarked that when he announced the simulated engine failure during the accident flight, it was the pilot receiving instruction’s responsibility to complete the control inputs, including the throttle. He stated that the pilot would typically reduce throttle within 1 second.



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Interview #1 Summary

Troy Mason
Pilot Receiving Instruction

Interview Date & Time; January 13, 2021, 1549 PT

According to Mr. Mason, they were preparing for his rotorcraft checkride that was scheduled to take place two days after the accident. After performing 3 successful practice autorotations in the traffic pattern that day followed by 4 slop landings they flew to an area nearby to practice settling with power. While returning to their departure airport the instructor gave him an impromptu practice scenario that involved a loss of power. The instructor did not manipulate the throttle control. Mr. Mason put the collective down and reduced the throttle. As the wind was behind him, he turned the helicopter 180° into the wind (they were about 1,500 ft above ground level at the time). The helicopter was descending about 1,600 fpm when the instructor told him to recover the helicopter, but when he advanced the throttle and pulled collective, the engine did not respond. They determined the engine had quit and the instructor then announced “my helicopter” and entered a nose down attitude (they were about 200 ft above ground level at this time). Mr. Mason stated that he attempted to restart the engine but was unsuccessful. The instructor flared the helicopter and then it impacted the ground hard and rolled onto its right side.

Mr. Mason further remarked that they departed with 25 gallons of fuel onboard and that the helicopter normally burns 11 gph in cruise. They flew for 1.5 hours on the day of the accident.

Interview #2 Summary

Troy Mason
Pilot Receiving Instruction

Interview Date & Time; July 1, 2021, 1432 PT

Mr. Mason stated that he wasn't aware of a requirement to check the idle speed, idle mixture, and fuel boost pump at the end of each flight day. He further remarked that there were two other partners in the helicopter, but he was the one primarily flying it as he was preparing for his rotorcraft checkride.

Interview #3 Summary

Troy Mason
Pilot Receiving Instruction

Interview Date & Time; July 6, 2021, 1258 PT

According to the pilot, before each flight he would run the engine up to 1,800 rpm and observe the engine gauges and perform a magneto check. He would then reduce the throttle to observe the rotor and engine rpm split. He was told the purpose of the split was to ensure the clutch is working properly. The pilot stated that he would bring the power to idle to reengage, but that he would never allow the engine speed to go below 1,200 rpm.

The IIC then read section 4-15 of the pilot's operating handbook (idle speed, idle mixture, and boost pump check) to the pilot who stated that he never performed the procedure.