

Record of Visit Conference
 Telephone Conversation

Date	Time
12-6-2007	0900

Name (s) of person (s) contacted

Location

Dave Erby
Cordova Air Service
Fueled the accident helicopter
[REDACTED]

[REDACTED]

Digest

Said he saw the helicopter fly over Cordova headed for 13 mile strip. He said he tried to raise the helicopter on the unicom frequency, but was unable. He got in his truck and headed for the 13 mile strip when he saw the helicopter return and land at the hospital helipad. The said the helicopter then came to the city strip for fuel. He said the pilot calculated his load and requested 1206 gallons of fuel stating he was weight restricted. The witness said he had the impression this was the pilot's first trip to Cordova. He said he asked the pilot about the weather on the trip to Cordova, and the pilot said the weather was fine, with the exception of several "gusty" areas. He said the pilot did not contact anyone else while at the city strip. He said the helicopter returned to the hospital, and that he saw him depart a short time later for Anchorage. The witness who is a pilot, said when the helicopter departed, he could see clouds in the area of Whittier, and that it was getting dark.

Conclusions, Actions Taken, or Required

[REDACTED]

Signature

Date

Time

Lawrence J. Lewis
[REDACTED]

12-7-2007	1430
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Record of Visit Conference
 Telephone Conversation

Date	Time
1-22-2008	1030

Name (s) of person (s) contacted	Location
Jim Acher Northern Pioneer Helicopter [REDACTED]	Ref: ANC08FA025

Digest

Mr. Acher is a helicopter pilot who was recovering a wrecked airplane from Montague Island, and flew his helicopter over Prince William Sound on the day of the accident. Montague Island is southwest of Cordova, but Mr. Acher's route of flight intercepted the accident helicopter's route, and continued toward Whittier along the same route that the accident helicopter would take about an hour later. The witness reported he departed Montague Island about 1230 and proceeded north-northwest over Green Island and Knight Island, and on to the mainland coast. In the area of Main bay he was forced to land due to weather. He said the ceilings along the route were high (6,000-8,000 feet), but bands of snow squalls extending down to the surface of the coastal waters brought the visibility to zero. He said he waited about an hour for the visibility to improve, and continued. Upon reaching a point of land near Passage Canal, which is the entrance to the Fjord leading to Whittier and the Portage pass, he had to set down again, and wait for another snow squall to pass. He said he waited about another hour before continuing, and arrived in Portage Pass about 1530. The witness said that between the snow squalls, the ceilings were high and visibility good, but when the squalls came through, the visibility was reduced to zero and the winds would build to 10-20 miles per hour.

Conclusions, Actions Taken, or Required

[REDACTED]

Signature	Date	Time
[REDACTED]		

Record of Visit Conference
 Telephone Conversation

Date	Time
12-1-2008	1000

Name (s) of person (s) contacted	Location
Maurice D. Hendrickson FAA POI - Evergreen Helicopter, Alaska	

Digest

Mr. Hendrickson said that just prior to (specific date unknown) the accident on 12-3-2007 he was assigned as Evergreen's Principal Operations Inspector (POI). He said he was sent to Panama to certify several fixed wing airplanes, that were going to be put on Evergreen Alaska's certificate. He was in Panama at the time of the accident. He said prior to leaving for Panama he had not made any inspections of Evergreen. He said prior to his being appointed as POI, Evergreen had not been assigned a POI for 22 months. Evergreen had been assigned several points of contact at the FAA during that time period, but no routine inspections had been performed. He said the non-appointment of a POI for 22 months was a decision made by FAA administration due to FAA staffing levels. He said prior to that 22 months Evergreen was assigned to a single POI along with 39 other operators.

FAA Notice N8000.293: Helicopter Emergency Medical Services (HEMS) Operations was issued with the intent to provide guidance for Principal Operations Inspectors in specialties regarding HEMS operators that they supervise. The HEMS process is considered a subset of the routine inspection process, and according to Mr. Hendrickson, since the routine inspection process was not being followed, neither was the HEMS process.

Conclusions, Actions Taken, or Required

Signature	Date	Time
		