



FAX

CLASSIC AVIATION

To:
TOM LATSON
[Redacted]

From:
Matt Stein
Classic Helicopters

Date: 11/26/08
Number of Pages: 3
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Remarks:

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NTSB Report Supplement

Helicopter Operator InformationCompany information:

- Number of aircraft 11
- Models flown AS-350 BHT206L BHT 407
- Type of Missions flown FIA PART 135, 133, 137
- Number of locations served: VARIOUS U.S., CANADA, MEXICO
- General terrain conditions for operations; RMS: PRECIPITOUS
- Characteristic weather for operations: VARIOUS
- Number of pilots that perform the same mission as the accident flight: 6

1. Formal risk management program that the company had in place, if any:
AT TIME OF ACCIDENT PROGRAM WAS IN IMPLEMENTATION STAGE WITH FULLY OPERATIONAL STATUS BY END OF 2008.
2. Method by which risks associated with the accident flight were evaluated by the:
 - Company? VERBALLY AND BY WRITTEN POLICY CHANGES
 - Pilot? PRE-FLIGHT PLANNING & CRM
3. Did the company have a (circle yes or no):
 - Non-punitive safety/incident reporting or monitoring system? YES NO
 - Designated safety officer with direct access to senior management? YES NO
4. Company's procedure, if any, for pilots to make a go/no-go decision.
PILOT MAKES DECISION AUTONOMOUSLY, MAY CALL MANAGEMENT TO CONSULT AT ANY TIME.
5. Was this procedure clearly defined and enforced by the company? YES NO
6. Company standard operating procedures (SOP's) regarding the mission/circumstances of the accident?
PILOT FOLLOWED SOP WITH THE EXCEPTION OF NON-CONTACT WITH GUARDIAN CONTROL.
7. Method of enforcement of SOP's by management?
PERFORMANCE REVIEW, QUALITY ASSURANCE, DISCIPLINARY ACTION.
8. Communications, if any, between the pilot and the company regarding the flight (before the accident)?
YES PILOT BRIEFED BY DISPATCH ON MISSION.
9. Operational oversight in place for this flight?
YES PER G.O.M. & OP SPEC. A008
10. Was this flight local or remote? 103nm from base.

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11. Company hiring criteria for pilots?

COMMERCIAL INST. RATING 3,000 HOURS PIC HELICOPTER, 300 HOURS NIGHT PIC HELICOPTER, MOUNTAIN EXPERIENCE ABOVE 5,000' MSL.

12. Flight Experience: Other than the required pilot time matrix in the ADMS report, how many flight hours had the pilot accrued in the following?

- Piston and/or turbine rotorcraft 250 PISTON / 9780 TURBINE
- With this company 2500
- On this mission type 2400

13. Training, if any, did the pilot receive in the following areas?

- Risk assessment and risk management: GROUND & FLIGHT
- Weather evaluation & inadvertent encounters w/ adverse weather: GROUND & FLIGHT
- Formal aeronautical decision making (ADM): GROUND & FLIGHT
- Transition to make & model: GROUND & FLIGHT (FACTORY)
- Mission-specific training (for accident flight mission): GROUND & FLIGHT
- Crew resource management: GROUND & FLIGHT
- Terrain and hazard environment: GROUND & FLIGHT

14. Was the pilot in training at the time of the accident? YES **(NO)**

15. If YES to number 14 above, type of training; _____

16. Other helicopter models the pilot flew: N/A

17. Previous history of accidents, violations, or difficulty with the mission or accident maneuver?
N/A

18. Safety Equipment: Check if aircraft was equipped with the following equipment?

- Recording devices: If so, what type: _____
- Proximity detection system
- Wire strike protection system
- Crashworthy fuel system
- Helmets
- Fire retardant clothing/Gloves
- Aircraft floats (over water)
- Personal flotation devices/Life rafts/External life rafts
- Sonic locator (offshore)
- Emergency Locator Transmitter (ELT) (121.5 or 406)

19. Preflight Planning (If relevant) performed for the accident flight.

PER COMPANY S.O.P. / G.O.M.

20. Weather information was available to the pilot prior to departure?

YES