

Comments to the Test in Donauwörth 1./2. December 2008

Ground Test 1. December 2008, left seat: Rokohl (BFU), right seat: Nater (ECD):
The Helicopter D-HEEX is fixed on the ground, pitch application like in a real flight (most of the time),

Situation:

Right Eng: on, fadec: on

Left Eng: off, fadec: on

Rotor RPM about 100%

Time 1:38 fadec switched off => Rotor RPM goes to 98%, no Rotor RPM Alarm

Time 2:06 fadec switch back on has no effect

New try:

Time 2:50 both Eng on

Time 3:35 Right Eng off (the instruments should now look like in the accident)

Time 4:05 fadec off => same results RPM drop 98% no Alarm

Some tries to get a Rotor Alarm

Time 5:31 Left Eng off, look to the RPM how fast it will decrease (on ground with positive pitch input!)

Flight Test 2. December 2008, left seat: Rokohl (BFU), right seat: Nater (ECD):

Situation:

Left Eng: on, right Eng: idle, fadecs on, in Training Mode

Time 6:37 entering of an Autorotation, to test the Rotor RPM behaviour,
descent rate 1600ft/min

Time 6:56 Right Eng on, still in the AR, in about 300 ft power recovery

Time 7:28 Simulated Eng Failure (in the Training Mode), instruments like in real

Time 8:08 pitch pull until a Rotor RPM drop occur

Time 8:18 Right Eng in idle (no Training Mode)

Time 8:30 Right Eng off

Rotor RPM 100%, N1 and 2 off right Eng 0%

Time 9:20 fadec off => Rotor RPM drop to 98%, no RPM Alarm

For me the RPM drop was not really impressive, it was so slow and the movements of the helicopter were so little that it required nearly no action of the pilot.