



RECORD OF CONVERSATION

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National Transportation Safety Board

Date: April 19, 2018
Person Contacted: John Binkley (Accident Pilot – N511CC)
NTSB Case Number: ANC18LA032

Narrative:

The following is a synopsis of the information provided by John Binkley to the NTSB IIC, via telephone.

- The purpose of the flight was a 14 *CFR* Part 91 personal flight to a remote cabin.
- The helicopter was stationed on an unmarked asphalt pad surrounded by gravel at AK28, Fairbanks, Alaska. The pad was connected to private hangar where the helicopter was kept inside.
- Prior to bringing the helicopter to a hover, he received the automatic terminal information system (commonly known as “ATIS”) information from FAI, Fairbanks, Alaska.
- The pilot, stationed in the right seat, picked up the helicopter from the pad, to about a 10-ft above ground level hover profile.
- The pilot then executed a hovering turn to the south, with the intent of facing the east. He reported that as the helicopter was turning, a gust of wind from the northeast “pushed” the helicopter into the trees.
- The main rotor blades impacted various spruce and birch trees and the helicopter subsequently impacted a snowbank near the trees and the ground. The pilot was able to egress from the helicopter without further incident.
- The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.
- The helicopter sustained substantial damage to the main rotor system, the fuselage, the tail boom, and the tail rotor system.