

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 3:00 PM	DATE 07/11/2011	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Chester St. Louis, Staff Support Specialist Cincinnati (CVG) ATC [REDACTED]			ROUTING	
			SYMBOL	INITIALS
[REDACTED] Dennis McKeown, Aviation Safety Inspector IND FSDO.				
SUBJECT N42333 Accident				
DIGEST				
Meeting at the CVG Control Tower to review radar and voice communication between ATC and				
N42333. I arranged this meeting with Chester St. Louis in order to answer questions of the				
accident aircraft flight track, altitude, and communication between the helicopter and air				
traffic regarding the weather. This meeting is in advance of the official investigation				
package which is still being assembled and will be routed through Air traffic channels. I				
was shown a radar plot on a monitor depicting the radar scope and listened to a voice				
recording playing from another monitor. The voice and plots were synchronized only to the				
nearest minute. The initial call from the helicopter to CVG Approach was when it was 30				
miles south and at 1500 feet at 110 knots. The pilot stated that he was 30 south 1500				
heading 339 destination Anderson Indiana requesting transition Cincinnati airspace. A				
transponder code of 0432 was assigned to the flight. ATC reported to the pilot radar				
contact 25 southwest, cleared N42333 to maintain VFR below 3000. A frequency change to				
128.7 was issued, during which the altitude went from 1500 to 1300 and then back up to 1500				
when the pilot announced he was on 128.7. The radar track was unremarkable until 1320Z.				
CONCLUSION, ACTION TAKEN, OR REQUIRED				
The course deviation was in the vicinity of a stack which is 650 feet above ground level,				
or 1100 MSL and on the east side of the Ohio River. The accident site was on the west side				
of the Ohio River at terrain elevation of around 750 feet as depicted on the Cincinnati				
Terminal Aeronautical Chart. I will scan and e-mail this to NTSB Inspector Silliman.				
DATE 07/12/2011		TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

DIGEST (CONT.):

At 1320 Zulu the altitude was 1200.

At 1320 Zulu the pilot said to CVG Approach "Cincinnati I am going to have to descend from here at 1500 I am getting into too many clouds." The controller issued a new clearance to maintain VFR below 2000 which was acknowledged by the pilot. This was the last radio transmission from N42333.

At 1321 Zulu the altitude was 1000 and the speed was 95 knots.

At 1322 Zulu the altitude was 1100 and the speed was 82 knots.

At 1323 Zulu the altitude was 1100 and the speed was 83 knots and the flight was turning to the west. The track extended about 4 miles west of the course between Georgetown and Anderson.

At 1324 Zulu the altitude was 1100 and the speed slowed to 45 knots. The radar track appeared to go back towards the east for about one quarter of a mile.

At 1325 Zulu the altitude jumped up to 1300 and the speed was 45 knots. 1300 feet and 45 knots was the last radar data presented.

The controller advised N42333 that radar contact was lost within seconds. There was no response. The controller made a transmission in the blind on 121.5 to N42333. The controller then asked a Delta Airlines flight to try to contact N42333, the Delta flight did at 1329 Zulu and then reported back to the controller that an ELT was heard on guard.