



RECORD OF CORRESPONDENCE

Michael J. Folkerts
Aviation Accident Investigator
Central Region

Date: December 14, 2015
NTSB Accident Number: CEN15LA375

The accident pilot provided the following information and perspectives:

- He attended the Robinson flight safety course in 2007.
- He had previously flown an “enroute” type of formation, but had never flown in close proximity to another helicopter while he maintained a hover.
- Prior to the accident flight, he was not aware of the Robinson safety notice concerning aerial survey and photo flights.
- Just prior to the spin sequence of events, the lead pilot radioed to the accident pilot that he was flying much too high.
- Based on this feedback from the more experienced lead pilot, the accident pilot descended from about 400 feet agl to 200 feet agl.
- He stated that this lower altitude made it more challenging for him to keep the lead helicopter in sight and still face into the wind.
- The accident pilot said that he put extra pressure on himself to maintain a hover in a good position relative to the lead helicopter.
- He made a right pedal turn to keep lead in sight. He intended for this right turn to be temporary, with a turn back to the left into the wind.
- During the spin sequence, he did not attempt to input full left pedal, as he thought this might worsen the situation.