



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 9/14/17

Person Contacted: Jim Knollenberg, Witness

NTSB Accident Number: CEN17LA210

Narrative: In a telephone conversation with Mr. Knollenberg, he stated the following:

- He is an airplane pilot based at ENW
- He had just landed on runway 33 and was taxiing to the north ramp via taxiway delta
- He stopped his airplane just short of the north ramp on taxiway delta when he saw two helicopters on the ramp with their rotor blades turning about 70 to 100 ft in front of him
- The locations are marked on an airport diagram as Attachment 1.
- The accident helicopter's rotor blades were turning faster than those of the other helicopter and it appeared to him that the accident helicopter was about to depart
- He waited to see what the accident helicopter intended to do before continuing to taxi
- The accident helicopter lifted off and got 25 to 30 ft above the ground when it started wobbling and looked unsteady
- The wobble became more pronounced and the helicopter fell to the ground on its right side
- The rotor blades impacted the ground and went flying everywhere
- The wobbling looked like the pilot lost control of the helicopter
- The wind conditions were not memorable and likely benign because he never gave it a second thought

End of conversation.

16203

AIRPORT DIAGRAM

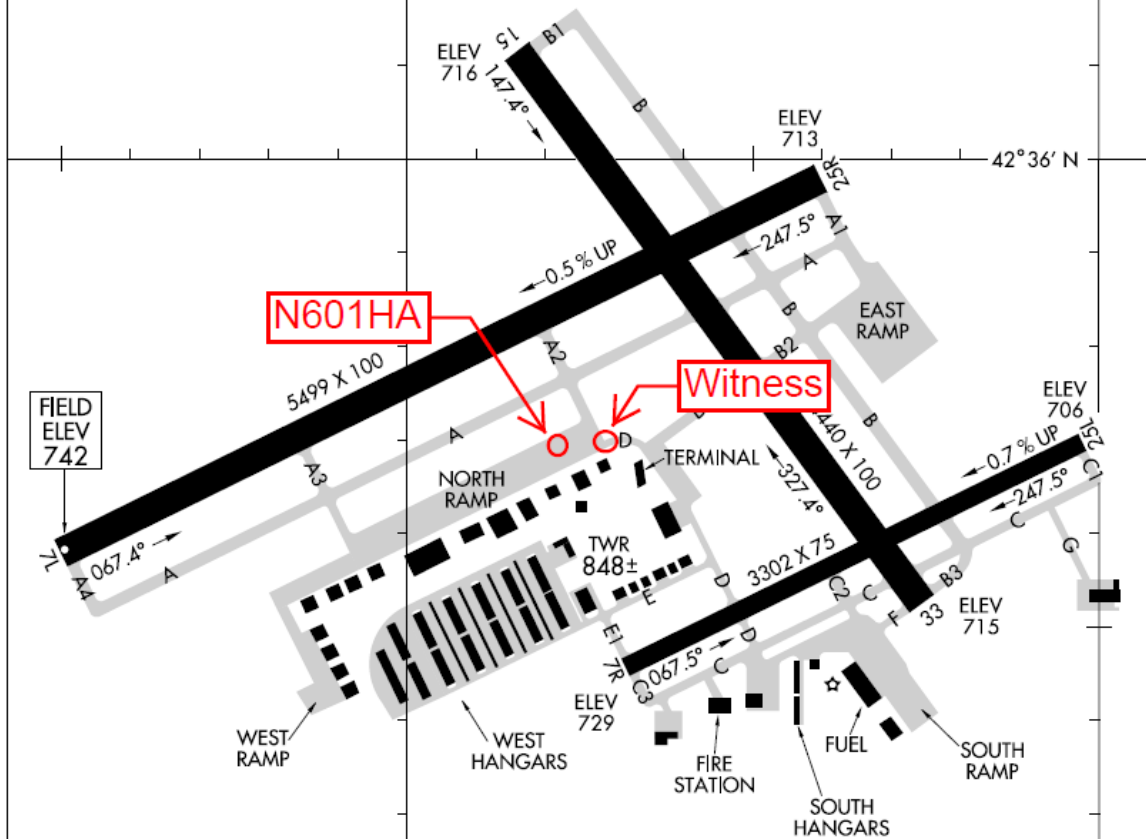
AL-5449 (FAA)

KENOSHA RGNL (E.N.W)
KENOSHA, WISCONSIN

ATIS
127.175
KENOSHA TOWER ★
118.6 353.6
GND CON
121.875
CLNC DEL
118.6 (When Tower Closed)

VAR 3.7° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 14 SEP 2017 to 12 OCT 2017



EC-3, 14 SEP 2017 to 12 OCT 2017

Attachment 1 – Airport diagram