



RECORD OF CONVERSATION

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Senior Air Safety Investigator
Central Region

Date: 6/22/2018
Person Contacted: Keith Windsor (pilot)
NTSB Accident Number: CEN17LA267

Narrative:

Mr. Windsor confirmed that he was the pilot of N7224U, a Robinson R44 that was involved in an accident on 7/8/2017 in Ireland, IN. I asked him about the fire that happened, inquiring about the length of time from impact to the fire starting. He told me that he couldn't be absolutely sure but thought it may have been as much as 5 minutes after the crash that the fire started. He said that after the crash, he couldn't feel his legs, and thinks he heard fuel dripping on the exhaust manifold. I asked if he meant a sizzling sound and he said yes. He said he then unbuckled his harness and went out the pilot (right) side of the helicopter but since he couldn't move his legs he had to use his arms and drag himself from the wreckage. He said he dragged himself for about 20 feet and that is about when the fire started. He said it was slow to drag himself and that is why he thought it may have been 5 minutes. He commented that the helicopter had the optional bladder tanks and that his belief is if it didn't he would not be alive. He said that the bladders gave him enough time to escape the helicopter before the fire started. He said he thought they should be mandatory but last he knew they were optional and he was thankful that the operator had put the bladders in.

I asked if he remembered the accident sequence and he said he didn't remember how many passes or anything but he remembers he was spraying a lot of smaller field like helicopters do. He said that he was in a spray turn when he experienced a vibration he had never felt before. He said he was a CFI and had done settling with power demos many times and this was different. He said that what happened first was an un-commanded yaw to the right. He applied full left pedal and the helicopter centered briefly, but then the right yaw started again and continued to impact. I asked about the vibration and if it was coming from a certain part of the helicopter, like through the pedals, from the back, or anywhere specific. He said that it was more like the whole helicopter was shuddering and not from any specific location. I asked him if he thought the event was due to a mechanical problem or if he thought it was an aerodynamic event. He replied that he thought it was an aerodynamic event of some kind.

I closed by asking him how he was recovering from his injuries and he replied that he has permanent nerve damage to his spinal cord and can walk some but needs to use a cane. I got his e-mail from him and told him I would send him an email with my contact information if he ever wanted to discuss the investigation.

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