



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Ted Groesbeck
NTSB Accident Number: CEN18LA314

Narrative:

During the conversation, Mr. Groesbeck stated the following:

- The weather had been clear and breezy all day, 15 to 20 knots of wind from the southeast
- As the helicopter approached the golf course the helicopter was about 500 ft above the ground, 100 knots, and slowing to 70 knots as he initiated a descent
- He started a left turn from the southwest towards the east and then turned back towards the west, between 40 and 60 knots, during this turn he lost tail rotor effectiveness
- The pilot stated that the airspeed decreased, the nose went left, and the tail went right in a spin
- The pilot added right pedal to control the rotation; he stated that the spin slowed but did not stop
- The helicopter went around twice before it impacted the ground
- The terrain was hilly
- The pilot stated he was downwind with some crosswind when the loss of tail rotor effectiveness started
- The pilot stated that he was sure he had right pedal in during the first ½ of the rotation
- The pilot stated that prior to the loss of control the helicopter handled fine, there were no anomalies
- The pilot commented that in a hover and taxiing with windy conditions it requires “more pedal to control” than other helicopters
- The pilot stated that he had no intention to land, he had elected during the first part of the turn to return to the airport to land

- After the loss of control, all of the right pedal was in but he did not have time to push forward for airspeed
- He did lower the cyclic a bit
- The pilot had encountered similar rotations before but was always able to recover
- He stated that in his seat position he had full control range
- The pilot was not familiar with the service letter from Airbus; he had completed their course in May at their facility in Grand Prairie, Texas, and he recalled discussion regarding loss of tail rotor control
- The pilot stated that he accepted responsibility for putting the helicopter into that situation and recognized he needed to perform higher, faster, and wider turns