



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 09/05/2018
Person Contacted: Glenn Shaw (Federal Aviation Administration Aviation Safety Inspector)
NTSB Case Number: CEN18LA365

Narrative:

The following is a synopsis of the information provided by Glenn Shaw to the NTSB IIC, via telephone.

- Two aviation safety inspectors arrived at the accident site, about 1530.
- The pilot's private heliport consisted of a concrete pad on an east to west axis (the touchdown and liftoff area, commonly known as the TLOF), along with a hangar stationed on the west side of the pad. A south to north tree line was located immediately behind the hangar. To the east and south of the heliport was an open, level grass field. Immediately to the north of the heliport, were various power lines starting about 25 feet high and terminating about 45 feet high, with various orange marker balls installed.
- A wheeled helicopter transportation dolly was found parked on the yellow touchdown/positioning "H" triangle marking.
- The wreckage of the helicopter was found about 40 feet to the east of the TLOF on the grass field, with the nose of the helicopter oriented to the north.
- No evidence of an obstacle impact or wire strike was observed.
- Airframe flight control continuity was established up to the various points of separation due to impact.
- All components of the helicopter were accounted for at the accident site.
- No evidence of bird remains were in the wreckage nor in the area surrounding the wreckage.