



RECORD OF CONVERSATION

Joshua Lindberg
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Central Region

Email Correspondent: Bret Proud, FAA Inspector
NTSB Accident Number: CEN19TA162

Narrative: In several emails with Mr. Proud, he reported the following information:

He talked to the pilot about density altitude (DA) being a factor since the pilot only had about 20 hours of flight time in Colorado and resides in Texas. However, the weather data showed the DA was about 6,500 ft at the time of the accident, so DA was likely not a huge issue in this accident. The closest weather station he could find is at High Plains Raceway about 7 miles southwest of the accident site. The wind was from the northeast, not the northwest like the pilot had reported.

He created a weight and balance calculation for the helicopter. The calculated takeoff weight was 2,483.84 lbs., and the center of gravity (CG) was 93.47 in. This put the CG at the top left corner of the envelope, but just inside the limits. The max gross weight was 2,500 lbs. The weather station was 3.5 miles southeast of the accident site and the wind was from the northeast.

Calculated takeoff weight = 2,483.84 lbs (within limits)
Max weight of aircraft = 2,500 lbs
Long CG = 93.46 (within limits) // Lat CG = 1.08 (within limits)
Pressure Alt = 4,987 ft // Pressure = 29.72 in Hg // OAT = 23.3C, 74F
Density Altitude = 7,059 ft (within limits) // Max DA = 9,000 ft
Fuel on board at takeoff = ~12 gal

As close to the edge as the helicopter was with the weight and CG, it was still within limits. The big difference in information was the actual wind direction. With the direction of travel being a right turn from east to south to west, this would have given him a tail wind during the turn. This tailwind would have been about when the pilot stated that he started losing rotor RPM.

End.