



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

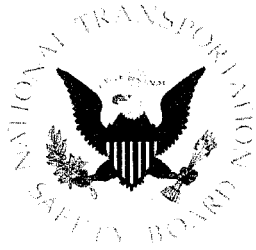
Date: January 30, 2013
Person Contacted: William Harward (Pilot)
NTSB Accident Number: ERA13LA118

Mr. Harward was interviewed over the telephone.

According to Mr. Harward, He and his two passengers were hunting hogs out of the helicopter when the accident occurred. They had flown over to some tress where the hogs were. He heard some "pops" and the engine rpm and rotor rpm started drooping. He was ten feet above the trees when it happened. It was not sudden but was a gradual loss of power. He was "on the bottom of the arc" and landed flat. He was moving forward at 2 to 3 miles per hour at the time.

They had trailered the helicopter up to Okeechobee for the flight. Prior to the flight he had sumped the fuel system and the fuel was clean. He had flown the helicopter the day before and weekend before the accident and it ran fine and he did not have any problems with it.

When Mr. Harward was asked if he had used carburetor heat during the flight or when he had sensed the loss of power, he answered no, that he had not.



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Date: January 30, 2013
Person Contacted: Ken Fabel (Owner of N9041U)
NTSB Accident Number: ERA13LA118

Mr. Fabel was interviewed over the telephone.

According to Mr. Fabel, He used to fly about 20 years previously and was now taking lessons from Mr. Hayward. He had owned the helicopter for approximately 7 months. He was not present on the accident flight. The helicopter had been trailered up to Okeechobee to shoot hogs. There were 3 people onboard including the pilot and full fuel, maybe a little less due to the runup.



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Date: January 31, 2013
Person Contacted: Curtis Brown (Florida Fish and Wildlife Conservation Commission)
NTSB Accident Number: ERA13LA118

According to Mr. Brown,

No airborne hunting permit had been issued to the helicopter owner, Florida Helicopter Adventures LLC, the pilot, or the passengers.

At the time of the accident only one company (Lykes Brothers) had been issued a permit from FWC to do aerial hog eradication.



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Date: January 31, 2013
Person Contacted: Bill Edwards (FAA Inspector)
NTSB Accident Number: ERA13LA118

According to Mr. Edwards,

The pilot and the passengers had started out early in the morning to shoot hogs. The accident occurred around 0900. They were slowly moving along above some trees when the helicopter lost partial power and struck the trees. The main rotor blades broke off and then were "thrown" from the helicopter. It came down, about 20 feet and went nose down and came to rest.

They had been flying about 15 minutes when the accident occurred. The passengers onboard had paid to hunt from the helicopter.

Pilot STATEMENT

On or about 26 January 2013 at approximately 0800 I started and warmed up Helicopter 9041U, A Hiller UH-12B/ OH-23B. After all control and system checks were completed passengers were loaded and we departed to the north end of the property to shoot Feral Hogs. I began a parallel grid search tracking east to west and from the north to the south, just above the treeline. On the second or third east to west pass the passenger on my left saw hogs in the treeline. I then maneuvered the helicopter toward the indicated area. The engine and rotor RPM faded a bit and I lowered the collective and added throttle to recover RPM. I then heard a couple of "pops" and the engine rpm started slightly decaying. At this point I was able to fly the helicopter with partial power away from the very tall trees and toward a clearer area in a shallow descent. The rotor RPM remained within the green/yellow area on the tachometer and all gauges were in the green. As we were barely above the trees (10 ft?) I elected to keep the aircraft under control and settle it into the trees with as low a descent rate as possible. Upon contact with the trees the Main rotor blades broke up and separated from the aircraft, and the aircraft fell nose first 20-30 feet and impacted the ground. The left passenger exited the aircraft through the windshield area. The right passenger exited through the right door, and then they both helped me to exit through the right door. We then departed the area as there was a considerable amount of fuel draining out of a vent line.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:30 PM	DATE 02/05/2013
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Jonathan Strayer, Tel [REDACTED]			
Passenger/Witness in Helicopter			
SUBJECT Helicopter Accident Hiller N9041U on 01/26/2013			
DIGEST 02/05/2013 2:30 PM Mr. Strayer stated that they were flying along, hunting and trying to shoot hogs but there were not many to find this morning. He remembered that they were descending just over tree top level to spot the hogs better. He heard the pilot say: "I don't like this, I don't like this at all." At this time the engine backfired but did not shut off completely. He was wearing a headset during the flight. Mr. Strayer stated that the pilot maneuvered the helicopter away from taller trees and crashed in an area of shorter trees. He only experienced minor injuries, such as scratches and bruises. He was very thankful to the pilot to be alive and would fly with him any time again. Mr. Strayer estimated the approximate time of the accident between 7.50 and 8.00 AM and the temperature in the upper 50 degrees Fahrenheit, a clear day but still with some moisture in the air. He estimated his weight at approximately 185 pounds, including guns and clothing counted for 15 pounds. Mr. Strayer stated that he made arrangements for this flight last year with the owner Mr. Kenneth Fabel. They planned on a 6 hour flight with some fuel stops and breaks in between. The amount to be charged was \$ 525.00 per hour with a total of \$ 3,150.00. He paid half of the amount with a check in 2012 and the other half early in the morning on the day of the			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/08/2013		TITLE ASI	SIGNATURE [REDACTED] GABRIELE ROTUNDA

DIGEST (CONT.)

accident at the preflight briefing. Mr. Strayer stated that he met the pilot for the first time the night before at dinner.

The accident occurred during the first flight and Mr. Strayer wanted to wait for things to settle before he makes a request for the unused portion of the money from the owner, Mr. Fabel. He felt that Mr. Fabel was busy with the recovery of the accident for now and he would talk to him about it in the near future.

02/05/2013 02:56 PM received an email from Mr. Strayer, attached were a copy of the check # 2212 issued on 12/28/2012 to Florida Helicopter Adventures in the amount of \$ 1,575.00, cashed in on 12/31/2012. Furthermore, a copy of the credit card receipt issued on 01/26/2013 at 4:16AM from Florida Helicopter Adventures LLC.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:05 PM	DATE 02/05/2013
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Massad Ayoob, Tel [REDACTED]			
Passenger/Witness in Helicopter			
SUBJECT Helicopter Accident Hiller N9041U on 01/26/2013			
DIGEST 02/05/2013 10:35 AM left message for Mr. Ayoob, [REDACTED], with the request to return my call.			
02/05/2013 2:05 PM I returned Mr. Ayoob's phone call after he left a message on my phone from phone number [REDACTED]. He said that this phone number works better in the mountains, where he was located at the moment. He stated that he sat on the starboard side during flight and the intention was to hunt and shoot hogs from the helicopter. Just as he spotted a hog, the helicopter was descending and he heard the pilot say: "I don't like this, I don't like this at all." He was wearing a headset during the flight. Mr. Ayoob was not aware of any noise as the pilot maneuvered the helicopter away from taller trees and crashed in an area of shorter trees. He only experienced minor injuries, such as cuts and bruises and believes that the pilot did a great job bringing them to the ground alive. Mr. Ayoob estimated the approximate time of the accident just before 8.00 AM and a temperature of 60 degrees Fahrenheit. He estimated his weight at approximately 180 pounds, including a camera, a gun and clothing. Mr. Ayoob stated that he was invited as a guest of the other passenger, Mr. Strayer, and was not expected to pay for this flight.			
CONCLUSION ACTION TAKEN OR REQUIRED			
DATE 02/08/2013	TITLE ASI	SIGNATURE [REDACTED] GABRIELE ROTUNDA	