



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

May 1, 2014

Subject: ERA14CA217 – Telephone Interview

Persons on Telephone Call: Mr. Keith Thorton (Advance Helicopter Concepts, Inc.) and Shawn Etcher (self)

Time of Telephone Call: 1942 EDT

Mr. Thorton called into the NTSB Call Center at 1939; however, due to a phone line issue the call was disconnected. Mr. Thorton was recalled directly on the number he provided the 24-hour call staff at 1942 and was asked what he could report. He stated that about 1910 one of the schools helicopter was practice touch and go landings in the grass area on the airport and during one of those practices the helicopter rolled over and came to rest on its side. He stated there were two (2) people on board, a flight instructor and a student. The flight instructor had lacerations around the head and neck area but appeared to be minor and the student had a possible sprain on his wrist as it was wrapped in an ACE© Bandage.

Mr. Thorton was asked if either occupant reported any problems with the helicopter. He stated that the student reported to him that they were practicing and the skid got caught and they "had a dynamic rollover."

Mr. Thorton was asked if the airplane was in a position near the runway or away from the runway not causing any traffic flow concerns. He stated that it was in the grass and a little distance from the runway but not causing traffic flow issues. He further asked if they could remove the helicopter from its position and bring back to their ramp.

Mr. Thorton was told that the helicopter needs to stay where it is until the FAA comes to look at it. He stated he understood.

Mr. Thorton was told to have both pilots write a statement separately of the events that took place as both the NTSB and FAA will need that as the investigation continues. He stated he will tell them.

Mr. Thorton was asked to reconfirm that one of the pilots stated they had experienced a dynamic rollover. He stated that that was correct.

Mr. Thorton was asked if he had any questions. He stated that he did not and they will wait to hear from the FAA or NTSB when the helicopter can be removed.

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Amendment to above:

At 2015 EDT Mr. Thorton was contacted by the NTSB and informed that the airport manager reported fuel leaking from the helicopter. The airport manager was given authority, after some pictures were taken, to upright the helicopter and if able to move it to a safe and secure location to prevent further soil contamination. He stated he understood.
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