

Boggs Daniel

From: Bryan.Donovan [REDACTED]
Sent: Thursday, September 10, 2015 11:54 AM
To: Boggs Daniel
Subject: RE: Pilot SPAS info
Attachments: N16056 Accident 9.docx; Crash Site.jpg

Dan,

Hope this helps. Let me know if you need anything else. I still haven't received his written statement. I guess the attorney is looking at it closely before he lets me have it.

Bryan

From: Boggs Daniel [REDACTED]
Sent: Thursday, September 10, 2015 8:54 AM
To: Donovan, Bryan (FAA)
Subject: RE: Pilot SPAS info

Did you guys take any on-scene notes of the wreckage? I need to write up something up in my preliminary report about the wreckage and damage to the helicopter, if you do please send me a copy, thanks.

Daniel Boggs
Air Safety Investigator
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147
[REDACTED]

From: [Bryan.Donovan](#) [REDACTED]
Sent: Thursday, September 10, 2015 8:40 AM
To: Boggs Daniel
Subject: RE: Pilot SPAS info

Great. Thanks

From: Boggs Daniel [REDACTED]
Sent: Thursday, September 10, 2015 8:38 AM
To: Donovan, Bryan (FAA)
Subject: RE: Pilot SPAS info

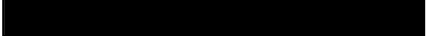
The Case number is ERA15LA337,

Daniel Boggs
Air Safety Investigator
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147



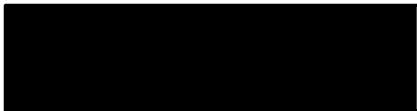
From: [Bryan.Donovan](#) 
Sent: Thursday, September 10, 2015 8:29 AM
To: Boggs Daniel
Subject: RE: Pilot SPAS info

Do you by chance have the case number yet?

From: Boggs Daniel 
Sent: Thursday, September 10, 2015 8:27 AM
To: Donovan, Bryan (FAA)
Subject: RE: Pilot SPAS info

Perfect thanks,

Daniel Boggs
Air Safety Investigator
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147



From: [Bryan.Donovan](#) 
Sent: Thursday, September 10, 2015 8:24 AM
To: Boggs Daniel
Subject: Pilot SPAS info

Here you go

Bryan Donovan
Aviation Safety Inspector
Orlando FSDO



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N16056 Accident 9/3/2015

Narrative

The accident aircraft, a 1989 MD-369E, crash landed on a grass field 30 ft wide after impacting 50-70 ft trees on NE heading. The helicopter had one occupant on board, the pilot. The aircraft sustained substantial damage on impact with trees and the ground. The left skid was separated from the airframe, along with the tail rotor and one of the main rotor blades. It came to rest on its left side hugging a tree line facing east. The pilot called Volusia County Mosquito Control dispatch to report the crash at 1526.

Observations (9/4/2015)

Several pine trees were severed by the main rotor impacting them. One main rotor blade was thrown 75 meters to the east (most likely after impacting the ground). Ground impact marks (approx.. 4 ft in length) indicate the aircraft was turned to the right prior to touching down, aligning aircraft with the long access of the grass strip prior to breaking of the left skid and rolling over on left side. The left spray boom was severely damage but still attached to the aircraft near the tail. The tail section was bent with the skin of the aircraft peeled back and the tail rotor was found resting in the tree line 10 ft NW of aircraft. The underside of the aircraft appeared brown indicating intense heat but there were no indications of a post-crash fire. The cockpit area was damaged but held its shape with m most of the instrumentation intact.

Record of Conversation with Pilot- Brian P. Hayes (9/4/2015)

He was the pilot conducting aerial application of mosquito larvaecide on Kirkland Sod fields. He was conducting his 2nd of 7 runs at this site. He had just completed spraying the large field south of the crash site. He planned to make a right 270 degree turn to line up on his next field making East to West runs. While in a right turn, he looked over his left shoulder to acquire his track. When he looked back forward he was in the trees. He attempted to climb out by pulling power but could not. He remembers touching down and rolling to the left. He shut down the aircraft and climbed out after retrieving some manuals. He called the office (Volusia County Mosquito Control) from his cell phone and reported the crash. Although he did not know his exact airspeed impacting the trees, he stated that he comes down to 50 ft and 60 mph when spraying the fields.