



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 9, 2016
Person Contacted: Charles "Charley" Cosenza
NTSB Accident Number: ERA16LA104

Narrative:

Mr. Charles "Charley" Cosenza was contacted by phone on February 6, 2016, at 1344 EST. He was called using the cellular phone of Sgt. John Mekovetz, of the Linden, NJ Police Department. He was called at (██████████). Also present on the phone call was FAA inspector Wayne VanSteenburg of the Teterboro, NJ FSDO.

At the beginning of the phone call Mr. Cosenza was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he is the retired Chief Pilot for the New York Police Department, and also retired at 18 years as a pilot with American Airlines. He indicated his pilot certificate number is ██████████, and he holds an ATP and CFI certificates. He provided an address of 27 ██████████ ██████████ Staten Island, NY 10308. He provided a cell phone number of ██████████, and an e-mail address of ██████████

He indicated at the beginning of the call that he was not injured. He was giving flight instruction to the owner of the helicopter who had just purchased it 1 month before (FAA records reflect it was purchased on 1/5/2016, and the registration certificate was issued on 2/3/2016). He indicated he texted his girlfriend at 1233 EST and informed her they were departing for a 1.0 hour flight. He estimated they were lifting off from the dolly between 1235 and 1240 EST, and with his (CFI) left hand on the collective during liftoff, the helicopter immediately rolled to the left which he could not correct. The helicopter rolled onto its left side trapping the owner. He and a bystander that responded lifted the helicopter off the ground that was trapping the leg of the owner, and he was removed. He then reported that fire rescue and EMS arrived. He indicated

that he thought the skid may have caught something on the dolly. He was asked if the airport had any video and he indicated he thought it did.

Mr. Cosenza was advised by NTSB that the NTSB and FAA were not responsible for recovery of the helicopter. After confirming that law enforcement had plenty of pictures of the helicopter and top of the dolly, he was given permission to upright the helicopter.

The digest was e-mailed to him to review on February 6, 2016, about 1447 EST, and he replied on February 6, 2016, at 1758 EST, with, "No corrections [needed]. Sent from my iPhone"