

Record of interview
Pilot: James G. Tatkovsky
10/6/2016, 11:00 a.m.

Mr. Tatkovsky was the pilot in command and sole occupant of a Safari helicopter, N330JT, that crashed and burned (total loss) while operating on his property at 15 Rivers Edge Road, Andover, NH. The helicopter was certificated in the experimental category, as an amateur built aircraft; certificated 3/25/2004 and assembled/fabricated by him at the kit manufacturer in Marianna Florida. Mr. Tatkovsky is in the possession of a repairman certificate, issued for the sole purpose of allowing him to perform required yearly inspections and routine maintenance himself. Present for the interview was Mr. Tatkovsky, Dennis Tremblay (Operations Inspector) and James Edwards (maintenance Inspector).

I asked Mr. Tatkovsky to review the maintenance records for the aircraft in order to see documentation of:

- 1) The required 12 calendar month condition inspections called for in the Operating Limitations, dated 3/25/2004.
- 2) All routine/non routine maintenance and inspections performed on the aircraft either by him under his repairman certificate or other appropriately certificated persons.
- 3) The record of the aircraft initial certification entry from the Designated Airworthiness Representative in 2004 and evidence of satisfactory completion of the required Phase One 40 hour flight test period.

Mr. Tetkovsky was able to produce maintenance records generated from the kit manufacturer, Safari Helicopters located in Marianna, Florida, covering component removal and replacement since 2004. These records were in the form of four invoices covering maintenance spread over the last 12 years. The aircraft was transported on a trailer to Florida for this maintenance. Mr. Tatkovsky is in the possession of a repairman certificate, issued for the sole purpose of allowing him to perform required yearly inspections and routine maintenance himself but could not produce maintenance records documenting required routine maintenance required by the Operating Limitations. He stated "nobody got with me on that" so the maintenance history required by Operating Limitations, does not exist. Mr. Tatkovsky signed the Operating Limitations at issuance signifying he had read and understood all aspects of those limitations. Mr. Tatkovsky was in possession of an inspection checklist provided by Safari Helicopters. He received this checklist in 2015 and stated he was, "going to get to it", but never did.

The aircraft in question has 154 hours total time, accrued over a 12 year period and has never undergone a FAR 43, appendix D like inspection, as required by the Operating Limitations.


James B. Edwards
Aviation Safety Inspector (Airworthiness)
10/17/2016

RECORD OF MEETING

DATE: OCTOBER 6, 2016

LOCATION: [REDACTED] LOUDON, NH

TIME: 11:00 AM

At the above time and date Aviation Safety Inspectors Dennis P. Tremblay and James B. Edwards from the Portland, Maine Flight Standards District Office, met with Mr. James Tatkovsky at [REDACTED] Loudon, NH.

The meeting with Mr. Tatkovsky was in reference to a helicopter accident that occurred on September 27, 2016, in a field behind the residence of [REDACTED] Andover, NH. The helicopter was an Experimental Amateur Built Safari helicopter.

Mr. Tatkovsky went on to say that he has had the Safari helicopter since 2004 and that on the day of the accident, he took the helicopter out of his hangar and was doing some hovering maneuvers around his field, he went to say that he was leaving the confines of the field and was flying over trees when the helicopter started a climb not vertical but a noticeable climb in forward flight, he said he was unable to correct the climb using cyclic, the tail of the helicopter was going left and the nose went into a descent to the right and began to strike trees.

I asked Mr. Tatkovsky to see his pilot certificate and his medical certificate, he replied that his pilot certificate was at his home and that he did not have a medical certificate, Mr. Tatkovsky was then asked if he had a rotorcraft/helicopter rating on his pilot's license and he replied that he did not and was not required to have one, a pilot's log book was present showing his helicopter hours at being approximately 154 hours, he received some flight training at CHR International Inc., [REDACTED] Marianna, FL [REDACTED]

The only training that I saw was that between 3/23/2004 and 4/7/2004, two boxes with the name Mark Richards # [REDACTED], and under each box was a stamp that said HOVER.

[REDACTED]
Dennis P. Tremblay
Aviation Safety Inspector
10/17/2016