



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: Thursday February 21, 2018
Person Contacted: Rick Beckstrom (FAA: Aviation Safety Inspector)
NTSB Accident Number: ERA18LA082

Narrative:

Called the FAA ASI and spoke of the accident after several emails containing photographs and notes were exchanged. Informed him of difficulty getting any information from the pilot/owner and that we would have to rely on his notes and photographs; he understood. He further stated he had some trouble getting in contact with the pilot/owner and it took a while after the accident took place. The pilot and witnesses appeared very standoffish.

According to the pilot, this Mosquito XEL was factory built. Mentioned that we (NTSB) contacted the manufacturer and confirmed the make and model that was delivered to the pilot/owner, but we have been unable to confirm if it was a fully company manufactured helicopter.

Discussed the company website and listed specifications of this model of Mosquito; we noted that part 103 of the ultralight regulations didn't seem to fit this helicopter. The weight and airspeed appear to knock it out of this category.

This was the pilots very first time operating the helicopter. It was his first and only flight in the Mosquito XEL. The pilot took about 60 hours of dual flight instruction in Daytona, Florida in two other helicopters- An R22 and a Schweizer. This flight was a test flight and his first. The pilot is not in SPAS. He has no medical certificate and has never held a pilot license of any kind.

Prior to any flight, there were some modifications made to the helicopter; the fuel lines were appeared "too long" according to the pilot, so they were shortened causing fuel starvation on a cylinder; the factory representative corrected the problem. The son-in-law was a marine mechanic and he accidentally mis rigged the magnetos causing a reversed polarity situation. All the issues were corrected according to the pilot and there did not appear to be any mechanical condition or anomaly with the helicopter.

During the first start up, take-off and hover, the pilot held it to a hover and set it back down successfully. During the second attempt, witnesses described the helicopter lifting off and immediately yawed where it spun all the way up to treetop level, about 60 feet high then descended and spun all the way down to impact.

The helicopter impacted the ground hard causing substantial damage and serious injury to the pilot/owner.

We concluded the phone call.