



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

July 19, 2019

Subject: N9422F, Hughes 269B, 05/15/19, Hampton, Georgia, NTSB Investigation ERA19LA173. Conversation with pilot Christopher Cox.

On July 19, 2019, Mr. Cox provided the following information via telephone:

Mr. Cox had purchased the helicopter about 1 week prior to the accident. An annual inspection was performed shortly after the purchase, with no issues noted. Based on his recollection, no maintenance was required or performed on any of the 4 landing skid damper units.

On the day of the accident, while taxiing from the fueling station to his hangar, he noticed a vibration and loss of engine power. He said that he was a student helicopter pilot and was not completely familiar with the types of vibrations that were 'normal' versus those that were not, and he discussed this with his flight instructor on previous flights. As he set the helicopter down it experienced ground resonance. He attempted to lift the helicopter back into a hover but it did not have enough power to get airborne again. He shut the helicopter down while it continued in ground resonance.

The engine had operated about 184 hours since overhaul. The most recent annual inspection was on May 10, 2019. The helicopter's total time at that inspection was 5,249 hours.

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