



NTSB RECORD OF CONVERSATION

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Date: 10/7/2019
Person Contacted: Ken Cordrey (Pilot in Command)
NTSB Accident Number: ERA19LA285

Narrative:

The following summary is what Mr. Cordrey (Pilot in Command) reported during a telephone conversation:

- He had been flying all week at the Bloomsburg Fair providing helicopter “rides” to fair attendees. He had made the same hop or flight all week, which included a departure westbound from the paved helipad, about a 2.5 – 3-minute flight around the fairgrounds, and then an approach to the helipad from the south to the north. He reported that the approach was routinely flown above parked vehicles.
- He reported during the accident flight, about 30 to 40 yards from the helipad, at an unknown height, the helicopter “just yawed right.” He said he did “everything I could to recover, with left pedal” but the action “did not stop the yaw.” He could not recall what the power settings were during the final portion of the accident flight. He did not remember hearing or seeing an alarm in the cockpit. He said it was “just a standard approach” to land. He said “there was nothing unusual about it.”
- He reported that he started flying around 9:00AM on the accident day. He reported that he only stopped flying all day to run and use the “porty-potty.” He was asked if he stopped to eat lunch or dinner, and he said that he would not stop to eat, and would eat when he was finished with the whole day of rides.
- He reported that this was the last day of flying, and he had flown every day of the fair, which was 10 days of flying in a row. A standard day was similar to the accident day; he would start flying about 9:00AM and would stop about 7:30-8:00PM on the weekdays and would stop about 9:00PM on the weekends. He reported that he believed he had about an hour or so of flying left on the accident day.
- He believed he had worked as a pilot for J&J Shop HeliAir for about 4 years. This was his first time flying at the Bloomsburg Fairgrounds.
- He reported that he did not really want to do the Bloomsburg Fair flying this year, but he “got talked into it.” He reported he “knew what the schedule was like.”



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- He reported that he believed about 18-20 gallons of fuel was added to the helicopter, and then he completed 4-5 flights, prior to the accident flight.
- He reported that he has about 2,000 hours in this make and model of helicopter. He has not attended any specific Enstrom Flight Training.