



NTSB RECORD OF CONVERSATION

Lynn Spencer
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Eastern Region, Office of Aviation Safety (AS-ERA)
National Transportation Safety Board

Date: 8/7/2020, 1445 EDT

Person Interviewed: Nick King, helicopter pilot and mechanic

NTSB Accident Number: ERA20LA273

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. King spoke to Mr. Clayton the morning after the accident after having been notified of the accident the evening before by Mr. Clayton's fixed wing pilot.
- Mr. King was a mechanic and helped maintain the helicopter. He flew with Mr. Clayton sometimes after heavy maintenance inspections to maintain technique and proficiency.
- The morning after the accident, Mr. King and Mr. Clayton discussed the accident flight so that Mr. King could get a visualization in his mind of the approach and events that happened in the last flight.
- He stated that Mr. Clayton reported that he was 1000-1200 ft MSL and was making a steep approach: "He came in vertically with little to no airspeed. He dropped the collective and heard the rotor RPM come up, but he didn't have much airspeed."
- Mr. King asked Mr. Clayton if his descent rate was greater than 300 fpm, and Mr. Clayton said "yes, very steep," and that there was little-to-no forward airspeed. At the bottom of the descent as he tried to add power, the helicopter would not stop descending.
- They discussed settling with power and Mr. King gave him different examples. Mr. Clayton responded, "Yeah, that sounds like exactly what happened." Mr. Clayton stated that at the bottom of the descent, as he pulled power, the descent rate became faster.
- Mr. Clayton told Mr. King that he had no aircraft discrepancies during the flight.
- Mr. Clayton also reported the passengers did an excellent job unbuckling and opening the doors as the helicopter hit the water.

The digest was e-mailed to Mr. King for review on August 7, 2020, at 1537 EDT. He replied on August 10, 2020, at 1042 EDT with edits that were incorporated into the narrative. The corrected digest was e-mailed to him on August 10, 2020.