



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 15, 2021
Person Contacted: Henry Marshall, Cochranville, PA
NTSB Accident Number: ERA21LA357

Narrative:

Mr. Marshall was interviewed via telephone. I asked if he was the only person onboard and uninjured. He stated yes. I then asked if there were any mechanical malfunctions with the helicopter. Mr. Marshall stated that he didn't know, but that his theory was that the accident is leaning more toward pilot error. Mr. Marshall further stated that as he was approaching the airport to land. About 30 to 40 ft above ground level, he noticed that he had low rotor rpm. He stated that there was no low rotor horn installed, he just had to watch the gauge and he saw that the rotor rpm was low. Mr. Marshall attempted to increase rotor rpm; however, the helicopter spun right, descended, and impacted a grass area near a taxiway.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 15, 2021
Person Contacted: Alex Nagy, PHL/FSDO
NTSB Accident Number: ERA21LA357

Narrative:

Mr. Nagy was interviewed via telephone. He stated that the pilot flew a visual approach to runway 24 and the wind was gusting from the south. Once over the airport, the pilot made a right turn toward the fueling area at 30 to 40 ft above ground level. After the turn, while the helicopter was in a gusting tailwind, it began to spin to the right and descend. Mr. Nagy examined the helicopter and did not note any preimpact mechanical malfunctions. He observed substantial damage to the lower right fuselage.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: October 1, 2021
Person Contacted: Henry Marshall, Cochranville, PA
NTSB Accident Number: ERA21LA357

Narrative:

Mr. Marshall was interviewed via telephone. I stated that I received his completed NTSB form and spoke with FAA Inspector Nagy. Mr. Nagy did not find any preimpact mechanical malfunctions with the helicopter and added that the helicopter may have been in a tailwind when it began to spin right and descend.

Mr. Marshall stated that he does not believe there was anything mechanically wrong with the helicopter. He stated that the engine was running continuously and continued to run after the impact. Additionally, the rotor blades continued to turn after impact. He stated everything happened so fast, he does not know how the rotor rpm decayed.