

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME	DATE 6/9/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION TJ Vearil Personal cell: [REDACTED]		ROUTING	
Listed Pilot on the Argi Air Part 137 Certificate and Charles Zimmer's flight instructor.		SYMBOL	INITIALS
SUBJECT N600TA accident			
DIGEST June 9, 2022 I called TJ Vearil to see if he could provide any information that could be relative to the accident. On this day his did not have too much time to talk. I asked if he knew anything about Charles history of landing on his property or had he flown with Mr. Zimmer to the property during his training or afterwards. Mr. Vearil said he had not and was not aware that Mr. Zimmer had been landing on his property. I asked why Mr. Zimmer would had chosen to land in the driveway instead of a more open landing area. Mr. Vearil said he asked himself the same question to why the driveway was chosen. Mr. Vearil said he used the open area Northwest of the house to land while spraying the fields across the road.			
June 13, 2022 TJ Vearil called me to continue our discussion about Charles Zimmer's training, his piloting ethics, any maintenance issues, operating issues with the helicopter, standard operating procedures flying the helicopter. Flight training and pilot ethics: TJ provided flight instruction towards Mr. Zimmer's private pilot certificate which he received August of 2020. There were no issues during Mr. Zimmers flight training that Mr. Vearil could recall. Throughout Mr. Zimmer's training, TJ emphasized the importance not to have a "get it done attitude". Mr. Zimmer was concerned about doing it right and was safety minded with his flying. TJ had not flown with Mr. Zimmer since he got his license, however had several discussions with Mr. Zimmer about operating the helicopter in aerial applications.			
Maintenance was performed on the helicopter prior to the accident at the end of May or first part of June of this year. TJ said there was a slight vibration during flight. The rotor hub bearing was replaced which solved the vibration. A cylinder was replaced because of a cracked valve guide. The TT strap on the number three rotor blade was replaced. The TT straps for number one and two was going to get replaced the day of the accident. Mr. Vearil flew the helicopter around Memorial Day for the maintenance flight with no issues. On Saturday of the Memorial Day weekend he flew the helicopter 9 hours and 7 hours on Sunday. Memorial Day weekend was the last time he flew the helicopter, He said the helicopter flew better than ever and was looking forward to flying it during the spraying season.			
Further discussion on the chosen landing site was continued from the June 9th conversation. Mr. Zimmer had the experience to land the helicopter in the driveway. The best approach to land in the driveway would have been to drop down into the vacant field and hover taxi to the driveway. The helicopter would be 3-5 feet above the ground while taxing at a walking pace. The other approach method would be to make normal approach at a 10 degree descent angle to the landing zone. About 40 feet above the ground the power is brought back in to stabilize the descent to a hover 3-5 feet above the ground. I ask if Mr. Zimmer could have gotten into a "Settling with Power" issue during his landing. Settling with Power can occur if there is 20 percent of power being applied, less than 10 knots of headwind and a high pitch angle. In a normal descending approach, Mr. Vearil said it would be unlikely Mr. Zimmer got into a Settling of Power issue.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Asked if Mr. Vearil would have chosen to land on the driveway he said he would not. The landing sight was like landing into a "boxed canyon". The 15 foot high bush located 30 feet west of the landing zone would create an obstacle issue if the landing had to be aborted and you could not safely take off in the direction of the bush for a normal takeoff.			
Mr. Vearil was aware that Mr. Zimmer was taking the helicopter to the Lebanon (Warren County Airport) the day of the accident. Kurt Zimmer (father) told Mr. Vearil, Krista Zimmer was going to drive to the airport to pick up Charles Zimmer. Kurt Zimmer also told Mr. Vearil they where out looking for a part in the fields. However the fields around the house were not the ones the part was lost in.			
June 14, 2022 Mr. Vearil left me a voice mail that the dual controls should not have been in place on the helicopter the day of the accident. They are removed when they are doing aerial applications. The controls were not installed the last time Mr. Vearil flew the helicopter.			
DATE	TITLE	SIGNATURE	