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Office of Aviation Safety - Eastern Region

Date: August 19, 2025

Subject: ERA25LA282, Record of Conversation/Interview

Contact: Paul Berg

Mr. Paul Berg was contacted by phone on August 19, 2025, at 1039 EDT, and left a voice mail message. He was called at [REDACTED] He was also texted a message to that same number the same day. He returned the call the same day at 1050 EDT, but NTSB was unavailable. He was called the same day at the same phone number at 1058 EDT. He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked the following question to expand on the details provided in the NTSB Pilot/Operator Aircraft Accident/Incident Report –

Did you actually intend to hover?

Yeah, I was hovering trying to warm up the engine oil. As I often do, I practice skills while hovering. In this instance, I was flying in circles around a cone. I was going counter-clockwise around the cone and caught the rear portion of the right skid. He added that he was focused on the cone and not to the altitude and that is what contributed to the event. He was paying more attention to the cone than to how high he was. The helicopter's right rear skid contacted the ground¹ and he lowered/dropped the collective. He said, "I should have been higher." The sideways movement caused the dynamic rollover.

¹ At this time he was about 15 ft from the cone.

The call ended at 1104 EDT.

The digest was e-mailed to him for review on August 19, 2025. He replied the same day at 1409 EDT with one correction that was incorporated into the narrative. The amended digest was e-mailed to him for final review on August 19, 2025. He replied the same day at 2149 EDT with, "This appears correct." The FINAL digest was e-mailed to him and the Federal Aviation Administration inspector on August 20, 2025.