



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

NOV 09th 2016

NTSB Accident Number: GAA16CA439

Aircraft Registration & Make/Model: N7898X, Bell/ 206L-4

Accident Location: Broussard, LA (3LA7)

Accident Date: 18AUG2016 @ 1345

Subject: Memorandum for Record – Statement from Pilot in Command

In support of the NTSB accident investigation involving accident helicopter N7898X, in Broussard, LA, the following is a statement from the pilot that was provided by the FAA Inspector that traveled to the accident site. The statement was sent via email to the NTSB Investigator in charge (IIC) and is in printed document format. The NTSB IIC called the pilot on multiple occasions to no avail.

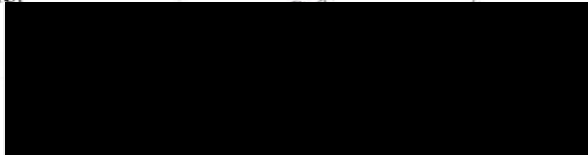
On August 18, 2016, I, C. Scott Schumacher, ATP [REDACTED] was the pilot of N7898X a Bell 206L4, s/n 52299 helicopter.

The aircraft was topped off with fuel and a through pre-flight and pre take off checks were performed before departing Abbeville (KIYA) airport for a landing site in the Broussard, LA area. There was a small thunderstorm over the landing site so I flew around to the southwest of the Acadian regional airport till it passed. After the storm passed, the tower cleared me into the landing site. I believe they were calling the winds 010/3.

I set up for a straight in approach to the lot next to the heli pad. I hovered around waiting for the other pilot to arrive and elected to practice landing on the transport dolly. On my second landing I felt that I was positioned to the aft end of the dolly and was starting to slide backwards. That's when I felt and heard a thump. At that time I must have overreacted and pulled in too much pitch, gained altitude, nose went up and to the right. Now facing 190 degrees from original landing direction, 4 – 5 feet skid height, I rolled the condition lever to idle, some how got into a more or less level attitude and finished a hovering auto. I rolled the throttle to idle cut off and applied the rotor break.

The mechanics pointed out to me that the bottom of the skids showed scrape marks, so I must have slid back off of the dolly and hit the tail stinger.

As far as engine and power settings all were normal on approach and hovering maneuvers. I was looking outside during the mishap and do not recall any readings at that time.



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