



RECORD OF CONVERSATION

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Office of Aviation Safety
National Transportation Safety Board

Date: 04/15/2016
Person Contacted: Mr. Gary Watson (FAA Aviation Safety Inspector)
NTSB Accident Number: GAA16LA182

Narrative:

The following is a synopsis of the information provided by Mr. Gary Watson in an email conversation.

- The aircraft was traveling backwards and to the left when it contacted the house and trees.
- The rotors exhibit power-on damage.
- The engine was still warm, an hour and half after I received the initial call.
- The aircraft exhibits significant downward forces as evidenced by the crushing of the lower fuselage, deformation of the landing skids, and tail boom.
- Of the four anti-torque pedals (two right and two left) only one per side was secured by means of safety pin. The outboard peddle on the left side was off the peg and lying against the center instrument tower base.
- When FAA aviation safety inspectors opened the right floorboard to disable the ELT, two tools were found along with other debris under the floor. It does not appear these tools or debris contributed to the accident.
- This accident aircraft was first manufactured as a military aircraft. It was later issued a standard airworthiness certificate by a designed airworthiness representative (manufacturing inspection district office).
- The pilot sustained serious injuries.