

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:30 PM	DATE 03/25/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION ASI Baudoux interview with Mr. Gaylon McSmith [REDACTED] at Western		ROUTING	
		SYMBOL	INITIALS
Helicopter facility, Rialto Airport (L67) CA. the day of the accident.			
Present at the interview was FAA ASI Ron Gonzales, Student pilot Gaylon			
McSmith, CFI Robert Spencer, and FAA ASI Michael Baudoux (IIC).			
SUBJECT N90570 Hughes 269C accident at Rialto Airport (L67) CA.			
DIGEST			
I, Michael Baudoux, told Mr. McSmith I was investigating the accident of N90570, the Hughes			
269C aircraft that impacted the taxiway. I asked Mr. McSmith what happened. He reviewed			
his written statement as he verbally told me what he knew. He said he was doing hover work			
then went flying and returned to do more hover work. He then intended to perform one more			
take-off then return and end the flight. He said he intended to depart at heading 240. He			
reiterated numerous times that he executed all his control inputs slowly and smoothly. He			
made a 90 degree right clearing turn and then decided to continue and do a full 360 degree			
clearing turn. About 180 degrees into the turn the rotational speed started increasing.			
Mr. McSmith said he thinks that maybe his reaction to the event was not as decisive as it			
should have been to the increase in the rotation and it got out of control. He claims he			
did not press on the left pedal but just let up on the right pedal. He thinks he turned an			
additional 360 degrees before impacting the ground from about a 5 to 10 foot hover. I			
asked what his normal hover altitude is and he stated 5 feet and he seems to remember it			
seemed higher than that prior to hitting the ground. I asked about the whether conditions.			
He said he got the wether information from his cell phone at 8:45am and it was reporting			
winds calm. At the time of the accident Mr. McSmith stated there was no wind.(continued)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/01/2013	TITLE Aviation Safety Inspector	SIGNATURE Michael Baudoux	

DIGEST (CONT.):

Later in the interview he stated there was hardly any wind. Toward the end of the interview he stated the wind sock was moving but was not inflated, it just turned a little. Mr. McSmith said the helicopter was okay, he did not hear anything abnormal, and the flight controls felt normal as well. He also stated there was no power loss prior to the accident. Note: prior to the interview Mr. Gonzales and I noticed Mr. McSmith and Mr. Spencer in the Western Helicopter office. During Mr. McSmith's interview it appeared that some of his responses were practiced. His written statement was already written when we arrived. Also, twice during the interview Mr. Spencer attempted to answer for Mr. McSmith. Mr. Spencer was told that Mr. McSmith is required to answer the questions.

-----NOTHING FOLLOWS-----