



RECORD OF CONVERSATION (REVISED)

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: January 26, 2016
Person Contacted: Mr. Jimmy Long (Pilot's certificated flight instructor (CFI))
NTSB Accident Number: WPR16LA056

Narrative:

The following is a synopsis of the information provided by Mr. Long in a telephone conversation on this date:

- The CFI was the accident pilot's principal instructor for the R22
- The CFI reported that the pilot was "one of the absolute best students to date" that he had
- The CFI reported that the pilot was very "smooth" on the controls, and had good hand-eye coordination
- The CFI and pilot conducted a flight briefing and a preflight of the helicopter; both were normal/unremarkable
- Based on his high confidence in the pilot's abilities, the CFI had "no hesitation" to release the pilot for this solo flight or any other flights
- The CFI was called by the pilot immediately after the accident; the CFI was extremely surprised that the pilot had an accident
- The CFI noted that winds can sometimes be unpredictable in the area, including at the practice area.
- The CFI noted that the accident day was quite calm, wind-wise
- The levee that the pilot was using for his practice was a sloped concrete abutment/wall on the east side of the drainage catch basin that was used as a practice area for the flight school
- The CFI estimated that the levee rose about 25 to 30 feet above the catch basin floor
- The CFI responded to the accident site; he reported that the TR had struck the concrete levee
- He was surprised that the MRBs did not strike the levee