



RECORD OF CONVERSATION

Date:	February 29, 2020
Time:	1445 - 1505
Person Contacted:	Robert B. Guilfoyle (acquaintance of accident pilot)
Subject:	WPR18FA260: RotorWay Exec, N166LC, Billings, MT September 12, 2018

On February 29, 2020, the IIC conducted a follow-up telephone interview with Mr. Robert B. Guilfoyle, who was a longtime acquaintance of the accident pilot, Mr. Robert L. Coons, and who occupied the hangar immediately behind Mr. Coons hangar.

Mr. Guilfoyle stated that he had known Mr. Coons, the accident pilot, for a number of years. He had a professional relationship with him, as Mr. Coons had given him his flight review on several occasions in past years, as well as having given him his tailwheel endorsement. He stated that the pilot had purchased the helicopter about three years prior to the accident, but he did not know what condition or stage of assembly the helicopter was in at that time.

Mr. Guilfoyle mentioned that on the morning of the accident while pilot was hover-taxiing around the airport area, he heard the collision on the north side of the row of hangars where Mr. Coons hangered the accident helicopter; his hangar, which is located on the south side of the hangar row butts up the accident pilot's at the rear of the hangar. He also mentioned that prior to the collision, the pilot landed in front of his hangar, shut the engine down, and exited the helicopter. He said that they spoke for about 15 minutes, mostly small talk, during which time the accident pilot told him how well the helicopter was flying and that he had no issues with it. Subsequent to the conversation, the pilot boarded the helicopter, which was facing west and parallel to the row of hangars on the south side, and then started the engine. This was followed by the pilot hover-taxiing to the west and parallel to the row of hangars on the south, then making a 90° left turn to the south, followed by making a 180° turn back to the north; he then hover-taxied north along the west end of the hangar row. After reaching the end and north side of the hangar row, the pilot would make another 90° turn to the right and fly east and parallel to the hangar row on the north until past the east end of the hangars. Subsequently, he would make a right or left 180° turn to the west and maneuver down the north side of the hangars before reaching his. At that time the pilot would position the helicopter facing south in front of hangar, shut the engine down, and then hand-towed the helicopter into his hangar.

Mr. Guilfoyle said that although he did not witness the accident sequence, he did in fact hear the helicopter impact the building. He concluded by saying that Mr. Coons evidently maneuvered the helicopter too close to the hangar, which resulted in the main rotor blades colliding with the rooftop and his failure to maintain control of the helicopter.

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