



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 24, 2019
Person Contacted: Mr. Skyler Gardner (pilot)
NTSB Accident Number: WPR18LA214

Narrative: The following is a verbatim extract of NTSB questions & pilot answers regarding the subject accident in an email exchange between the NTSB by Mr. Gardner on this date:

1. What was the entry speed for the turn?

I do not recall the entry speed-

2. Do you recall any other airspeeds during the event?

I do not recall any airspeeds

3. Do you recall or can you estimate what airspeed ground contact was made at?

I can estimate I was between 3-10 mph -

4. Regarding your method of spraying with a helicopter. Describe how you typically turn around

With a coordinated turn I smoothly apply cyclic towards the direction of the turn until the desired angle of bank is reached, As the angle of bank increases, additional or less collective sometimes is required to maintain desired altitude. If I increase or decrease collective I adjust my pedals as necessary.

5. When you fly your spray patterns do you make your reversal turns to the left or right?

Every day and every field is different on what way the turn is made.

6. Why did you conduct your pedal turn to the left to check on the spray pattern in this case?

I conducted my pedal turn to the left to look out the passenger window to ensure spray was not drifting to adjacent property.

7. When you were reacting to the emergency, did you slow to near zero airspeed

I do not recall slowing to zero airspeed

8. Do you recall any descent rates?

I do not recall any descent rates.