



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: January 10, 2020
Person Contacted: Mr. Gary Jones (Certified Flight Instructor)
NTSB Accident Number: WPR19LA019

Narrative:

During a telephone conversation with Mr. Jones he reported the following:

- Mr. Jones said that the pilot informed him he was nervous about having a hydraulic problem, therefore, they elected to conduct a simulated hydraulic failure.
- The CFI stated they when the helicopter was established on the approach and the helicopter started to decelerate at the approach angle, he reached down to turn off the hydraulics when the engine quit. He was still bent over and by the time he took over the flight controls the helicopter was on the ground.
- Everything was normal until the engine quit. There were no abnormal noises or warning of an impending engine failure.
- He mentioned that the hydraulics switch is on the lower council, he was unaware of any nearby switches that would have caused the engine to lose complete power.
- He was unsure how much fuel was present in the helicopter since the pilot flew to pick him up.
- The accident happened on the last approach. They had been flying for about 45 minutes when the accident occurred.

END.

Submitted by: Samantha Link