



## MEMORANDUM FOR RECORD

**Fabian Salazar**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety – Western Pacific Region**

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**NTSB Accident Number: WPR19LA097**  
**Aircraft Registration & Make/Model: MDHI 369HS**  
**Accident Location: Newberg, OR.**  
**Accident Date: March 17, 2019**

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Note: The following interviews were documented by the Investigator –In-Charge (IIC), Fabian Salazar.

### Interview #1 Summary

**Robert Taylor**  
Pilot

Interview date and time: March 17, 2019

He said he started the flight from South Lewis County Airport (KTDO) with about 170 pounds of fuel onboard. He took off at about 1400 Pacific standard time and he transported two passengers to a private property. The flight lasted about 38 minutes including run up. He remained shut down for about 2 hours. He then picked up a different passenger and the two entered the helicopter for the second leg of the day's flight. They departed the private property and were destined for MMV. He said about five to six minutes into the flight he had just crossed a ridge and the engine began to lose power but did not quit. The pilot told the passenger they were going down and to look for a landing spot. They selected a spot that required a 180 turn. Upon touchdown the left landing skid dug into the ground causing the helicopter to roll onto its right side. The pilot stated that the engine was not making noise when they were stopped. He shut off the fuel and turned the key off and egressed the helicopter. When asked about the possibility of running the helicopter out of fuel the pilot stated that he did not think so because he the low fuel light was set at 14.5 gallons and that should have given him an hour's fuel based on

the helicopter burning 14 gallons per hour. When asked about a mechanical issue the pilot stated that he did not believe that was the case.

In a subsequent interview, the pilot stated that he had topped off the helicopter's fuel tank earlier [March 2, 2019] and had flown 1.9 to 2.0 hours on that fuel load. He thought the helicopter was using about 14 to 16 gallons per hour. He stated that he did not think anything mechanical had occurred and he also did not think the helicopter had exhausted its fuel supply due to the LOW FUEL light illuminating and his belief that the light indicated one hour's worth of fuel or 14 gallons. The pilot stated that he had to recover about ten gallons of fuel-soaked dirt found underneath the helicopter after its recovery. He stated fuel was leaking out of the fuel tank port while the helicopter was on its right side.

The pilot provided a detailed account of the flight that is included below:

1. 1605 PST. Straight & level flight. Weather clear. Slight tail wind. Cruise 90-100mph indicated. 1000' AGL.
2. Loss of power. Engine sound pitch change. Yaw to Left. Approx. 1000' AGL. Right pedal. Aft cyclic.
3. Lowered collective. Made sure throttle was rolled on all the way. Engine RPM's decreasing. Rotor RPM 102%. Cycle start pump on; no change. "We are going to land. Look for a field".
4. "Field on right and parking lot". Start right hand turn for 180 Autorotation with 'run-on' landing in parking lot in mind. No cars or people. Rotor 95% - lowered collective more. Airspeed 60-65.
5. Rotor RPM 100+/- . Speed 65-70
6. Over church parking lot. Note no wires but large light poles in parking lot. Approx. 300' AGL
7. Continue right turn. Flag pole indicating wind in direction of orange arrow. 8-10 mph
8. Coming around into wind and decide grass area is 20' lower than surrounding area and we won't make the parking lot.
9. Slight adjustment to the left. Aft cyclic for flare, while pulling in what's left of collective.
10. Hard landing with left, slight nose down attitude into damp grassy field. Forward part of skids and left skid absorb much of the impact. Left skid breaks off while rotor disc is coning down and breaks off the tail rotor section. Ship rolls onto right side and main rotors stop almost instantly. NO whine or turn down from the engine. "Are you OK? Yes, You? Yes. Let's get out of here." Seat/Shoulder belts released. Both out left (up) door. Fuel shut off and battery switch off.

### Interview #2 Summary

#### **Aaron Taylor**

Passenger and Brother of the pilot

In a phone interview with the passenger, he stated that his brother, the pilot, had flown to his property and picked him up. They were going to fly to MMV for fuel. They took off and everything was normal. About 5 to 6 minutes into the flight the engine quit, and they began looking for a place to land. They had selected one spot but it had a pole in the way, so they turned to land in a school. When they landed the helicopter rolled onto its side. He got out of the helicopter.