



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
IIC

NTSB Accident Number: WPR20LA039
Aircraft Registration & Make/Model: N260 / Enstrom F28F
Accident Location: Riverton, UT.
Accident Date: December 11, 2019

Mr. William Dykes
Witness

On December 11 2019, approximately 4:40pm I was standing in my rear door deck area at my home at [REDACTED] Bluffdale UT facing east. I watched the aircraft (helicopter) approach from the north heading south to southeast. It was descending at an angle of about 30-40 degrees to the ground. It was descending at a rate faster than the rate it was traveling forward, less forward airspeed in relation to its rate of descent. It was positioned over the open area of the field, there is a tree line east of the open space in the field and a few small trees scattered to the west of the open area of the field. It appeared the pilot had picked a point in the field to reach that would be the place he wanted to hover and then land. While descending to that point and slowly flying south the aircraft descended to approximately 10 feet above the ground attempting to begin its hover. It then experienced what looked like a ground effect or similar influence and quickly gained altitude to approximately 30-40 feet shooting both up and a bit north when that occurred. When it reached that point it stopped gaining altitude and began a very unstable hover, slightly pitching side to side, I could hear engine speed changes at that same time. A few seconds into the unstable hover the aircraft began to spin clockwise around the rotor axis of the aircraft. The first rotation was fairly slow, the second rotation gaining speed, rotation continued to increase as the aircraft was turning. At about two and a half rotations I could hear the engine power reduced quickly. This caused the aircraft to stop rotating around the axis of the main rotor, pitch slightly left side nose down and fall to the ground. The aircraft cockpit was pointed north/north west at that point and the aircraft had drifted east while spinning and contacted the tree line east of the open filed area while falling to the ground. The engine remained on barely running/idling until final contact with the ground. By the main rotor.