



RECORD OF PHONE CONVERSATION

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Western Pacific Region
Investigator in Charge

Date: September 10, 2022
NTSB Accident Number: WPR22LA340
Person Contacted: Adam Farley, Pilot

In a telephone interview, the pilot stated that he was contracted to fly for Cal-Fire, in support of the Fairview Fire, near Hemet, California. He, and two Cal-Fire employees were on the second fuel load and were returning to the Banning Municipal Airport (BNG) Banning, California. He had followed another helicopter to the airport and was the second to land.

As he was on short final to the median between the runway and the taxiway, he noticed the nose begin to yaw to the right, which he countered with left pedal. The nose continued to yaw to the right despite the application of full left pedal. The pilot made an announcement to the passengers, "I think I've lost my tail rotor guys." While about 100 ft above ground level (agl) and about 30 to 50 knots, he saw that there were too many obstacles beneath the helicopter to enter an autorotation. He elected to keep the power low and pick up speed. Having turned about 180 degrees, the pilot saw a backyard and maneuvered the helicopter toward the back yard. He estimated that he was about 50 ft agl. The helicopter then spun about its vertical axis 360°. He did not recall entering a full autorotation but stated that it was more like settling down into the backyard. When he got closed to the ground, he increased the collective for cushion. The helicopter rolled onto its side. He stated that he turned off the fuel shutoff switch and exited with the assistance of a first responder. The passenger in the left seat was able to get out without assistance and went to aid the rear seat passenger.