



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: May 17, 2018
Person Contacted: Randall gross (Pilot)
NTSB Accident Number: ERA18LA140

Narrative:

All conditions were normal from start up, take-off and cruise. There was nothing unusual or any vibrations outside of the normal ones.

Was at 800 feet during cruise flight twenty (20) minutes out from the destination (DTS) when he realized he was slowly starting to lose airspeed. He pushed the cyclic forward to gain some more speed, but the cyclic appeared jammed, it just stopped; he realized he lost cyclic.

He ran through his procedures on what to do in a case like this, which was to turn around into the wind, so he turned around. He realized he was going to make a forced landing. He had little forward airspeed. Didn't want to land on the beach because it was full of people, so he decided to land on the water close to shore.

He said the descent was controlled, but there was no forward airspeed, and by the time he landed in the water, there was no flare. He hit the water upright but was quickly swamped and turned over on its side.

When asked about his preflight, his fellow pilot was about 20 yards away and they were doing the preflight at the same time. He took off the "socks" and rope and stows them under the passenger seat. He emphasized that he removed the tie down and thinks he stored it under the left seat.

The left seat folds up and there is a compartment that holds the tie down. When asked if it was possible that the rope got caught onto something, thus preventing the seat from closing, he said maybe, but was certain he stored it correctly.

There are no written procedures for tie down ropes and storage procedures. Its taught verbally. He was not distracted and does not remember placing the tie downs anywhere else. He cannot explain why the ropes were wrapped around the rotor assembly. Thought that maybe the seat lifted, and it fell out.

Discussed his flight hours, experience level and asked him to provide copies of his pilot logbook pages.
[End] ⁱ

ⁱ Subsequent follow up phone call and emails have gone unanswered as of July 30, 2018