



## MEMORANDUM OF CONVERSATION

**Aaron McCarter**  
**Air Safety Investigator**  
**Eastern Region-Aviation**

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**Date: May 22, 2018**  
**Person Contacted: Dennis Deloatch (USCG)**  
**NTSB Accident Number: ERA18LA140**

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### **Narrative:**

Called Mr. Deloatch of the United States Coast Guard (USCG)

He was an eyewitness to the helicopter in the water and the subsequent recovery.

Stated that as the helicopter was being pulled ashore, he noticed that the ropes, or lines were wrapped tightly around the rotor head and were not placed by the recovery crew to aid in the recovery. The helicopter came out of the water with the ropes entangled.

The recovery crew used a truck and a single line with a hook to bring the helicopter out. [End]



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**Date: June 1, 2018**  
**Person Contacted: Tom Ray at Southway Crane & Rigging**  
**NTSB Accident Number: ERA18LA140**

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### **Narrative:**

Called Mr. Ray; he was a member of the recovery team that brought the helicopter out of the water.

Asked if he could take some additional photographs to which he said, I'm looking at it right now, I'd be happy too. (Took 10 additional photographs and sent them to the NTSB IIC)

When queried about the condition of the helicopter prior to recovery, he stated the helicopter was fouled up with ropes. They appeared to be wrapped around the fuselage and were tightly wrapped around the area where the blades were.

The tail boom was just hanging there. It was originally attached but had to be removed during recovery on the beach.

They did not place the ropes or use the ropes to pull the helicopter out of the water. It was already like that prior to them getting there. [End]