

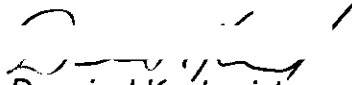
Record of Phone Conversation

Name: Edmund Eilbacher
Address:
Phone:
Date: 8/2/11
Description: Pilot Statement

Summary of conversation

I called Mr. Eilbacher and asked if he would be willing to discuss his recollection of the accident he was involved in on 7/20/11. He was cooperative and forthright in his synopsis of the flight. He stated that he was on a photo flight, and that his passenger/photographer requested that he hover so that she may take pictures of a particular site. Mr. Eilbacher stated he came to a hover at approximately 400'-500' AGL. Upon coming to a hover, the photographer told him that she did not have a favorable shot and asked him to maneuver slightly for a better shot. He told her he would be unable to accommodate her request due to winds (which he believed were out of SE) and power requirements, which was high.

Mr. Eilbacher then said the aircraft began to settle with power, going on to say he promptly attempted to recover with forward cyclic and a reduction in power. As he took corrective action, a yaw/rotation to the right began, presumably from loss of tail rotor effectiveness. The yaw was uncontrollable, so he rolled the throttle to idle in an attempt to check the yaw. He stated that while the yaw rate slowed, it did not stop. Recalling passing approximately 250', he tried to assure the passenger he could make a successful landing, but doesn't really remember anything (in-flight) after that. I then asked him if there was any chance he rolled the throttle back on prior to impact, but he could not recall. I mentioned to him that the rotor blades did not seem to flex and impact the ground and/or tailboom, which would seem to indicate inertia/rpm. He expressed surprise, but could not verify what he did with the throttle after initially reducing it to idle. Mr. Eilbacher described his injuries as follows: a shattered vertebrae, 5 broken ribs, and a punctured lung. I asked him if he would provide a written statement, and also that when able, we would like documentation of SFAR training/experience, recent Flight Review, and PIC Recency of Experience. I then expressed our best wishes for his recovery and terminated the call.


Dennis J Kaskovich
ASI