



## **RECORD OF CONVERSATIONS**

FAA Inspector Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: May 19, 2022, and May 24, 2022  
Contacted by: Rick Beckstrom, S. Florida FSDO  
NTSB Accident Number: ERA22LA231

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### **Narrative:**

The following are summaries of conversations that occurred with the individual named above:

May 19, 2022:

Inspector Beckstrom called and informed me that the pilot was flying along the beach and felt a vibration. He informed air traffic control that he wanted to make a precautionary landing on the beach. He stated that the helicopter had just come out of a Part 145 repair station after a left engine replacement, and it appears that the right engine cowling became unlatched and detached after impact with the main rotor blade. He stated that the rotor blade leading edge has impact marks, and the cowling appears to have impacted the horizontal stabilizer and tail rotor. He stated that the pilot has been very candid that he did not check to ensure that the cowling was latched during his preflight inspection. The pilot informed him that there were no preimpact anomalies or malfunctions prior to the vibration from the engine cowling.

May 24, 2022:

Inspector Beckstrom called to let me know that he had talked to the mechanic who performed the maintenance. The mechanic stated that he did not check the cowling before the pilot took the helicopter. When Inspector Beckstrom spoke to the pilot, the pilot confirmed that he did not check the cowling latch during his preflight inspection and that he could not confirm that it was latched prior to the flight. Inspector Beckstrom stated that the RFM indicates that checking the latch is part of the preflight inspection.