



RECORD OF CONVERSATION

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Eastern Region

Date: October 16, 2020
Person Contacted: Hans Anderson
NTSB Accident Number: ERA21LA023

Narrative:

A conference call was made through the FAA ROC with NTSB, FAA, and CJ Bakkes (Helicopter owner) present. The call was made on October 16, 2020, at 2034 EDT to the owner's cell phone. Also present was the pilot of N777CP (Hans Anderson).

The call was made as he had just been checked out by EMT's. He was asked to provide basic information about the flight and indicated he filled the fuel tank and departed with 60 gallons of fuel. Before departure he checked the fuel for contamination and there was none. He departed from the owner's yard in Plant City, Florida, and was en-route to Jacksonville Executive at Craig Airport (CRG), Jacksonville, Florida. After takeoff he flew to the north-northeast, and flew around the Ocala Temporary Flight Restriction (TFR). He then flew in an easterly heading, and when flying between 500 and 600 ft (550 ft), he felt a binding sensation and a yaw to the left but there was no engine out light. The "binding" continued, and he noted there was low main rotor rpm. He looked for a spot to land and entered an autorotation. With 50-100 ft tall trees, the helicopter descended and impacted into a swamp (Green swamp). After touchdown the engine was still running that he attempted to secure with the fuel shutoff valve. The engine continued to run and he then rolled off the throttle.

He was asked by NTSB:

What was the damage as a result of the landing?

There is extensive damage. The tailboom was separated. The tail was on the ground and the nose was in the air. The tail rotor was intact, but there was damage to the main rotor blades because of descending through the trees.

FAA inspector asked him:

Where was the helicopter kept?

Plant City, Florida.

When did he last fly it?

About 1 week ago. He reported no issues during that flight.

Any recent work done at the last annual inspection?

At the last annual inspection the Nos. 1 and 2 power turbine wheels were replaced with loaner wheels. Since then, the helicopter had been operated 55 to 70 hours. He referred to the engine as an enhanced Rolls-Royce 250-C20B.

The owner who was nearby was advised to contact his insurance company and that because of the damage the NTSB would investigate but no respond to the scene. He was asked:

Was the helicopter insured?

Yes. The policy was renewed a couple days ago.

The call ended at 2042 EDT.

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