

From: [Ray Smith](#)
To: [Fabian Salazar](#)
Cc: [Lp45helo](#)
Subject: FW: CN23FA071, Two Bags recovered or three?
Date: Monday, January 8, 2024 12:24:50 PM

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Fabian. The bags that were references were to return to families. This is what was recovered. Please note that the weight of the bags was after being submerged and is not reflective of the weight of the baggage when placed on the helicopter.

Ray A Smith
Special Project Engineer

From: Michael Holley [REDACTED]
Sent: Monday, January 8, 2024 10:10 AM
To: Ray Smith [REDACTED]
Subject: RE: CN23FA071, Two Bags recovered or three?

These were recovered by the boat as it was picking up floating debris and retrieving the helicopter landing gear. It was 1 camo backpack, 1 black backpack, 1 blue duffle bag, 1 c-pap case, and 1 brown portfolio. I've attached a photo of the bags on the back of the boat right after they were retrieved. I'd estimate the black bag at around 25lbs.

Respectfully,

Michael Holley

The logo for Island Operating Company, featuring a stylized island graphic and the company name in a blue serif font.

From: Ray Smith [REDACTED]
Sent: Monday, January 08, 2024 9:52 AM
To: Michael Holley [REDACTED]
Subject: FW: CN23FA071, Two Bags recovered or three?

Mike- Are you able to answer or can we get Trent to look?

From: [Ray Smith](#)
To: [Salazar Fabian](#)
Cc: [Ray Smith](#); [Lp45helo](#)
Subject: FW: Documentation of the platform Light on West Delta -106
Date: Wednesday, August 30, 2023 2:55:10 PM

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Fabian- This work?

Although the damaged light appeared to be secured following the incident, it was in fact loosely attached to the helideck. Accordingly, the light was removed as part of the effort to clear the helideck of loose items prior to landing helicopters on the damaged helideck. This was approved by BSEE to put the helideck back to limited use.

Ray A Smith
Special Project Engineer

From: Salazar Fabian [REDACTED]
Sent: Monday, August 28, 2023 2:20 PM
To: Ray Smith [REDACTED]
Subject: Documentation of the platform Light on West Delta -106

Ray,

Will you please call me at your convenience or reply back with a statement. I need to get on record the history of the platform light that was damaged in the accident. You and I discussed this before, but I did not detail it on a record of conversation.

Please refer to the photos.

Photo 1 is a photo of the platform light. The photo was taken shortly after the accident and was provided to the NTSB. The light is damaged but remained secured at its mount.

Photo 2 shows the light as it was found during the examination of the platform by the NTSB Operations Group Chairman. The light was separated from its mount and was tucked in between the chain link skirt and the platform.

What we need is a brief statement that details the events that led to the separation of the light from the mount.

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From: [Ray Smith](#)
To: [Salazar Fabian](#)
Cc: [Fox Todd](#)
Subject: FW: Personal Possessions (I-45 Incident)
Date: Friday, January 13, 2023 12:01:34 PM

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Fabian- Please note that the weights now are not reflective of the weight at time of incident. The bags and cloths are wet increasing the weight.

Please let me know if you need the bags.

Ray A Smith
Special Project Engineer

[REDACTED]
[REDACTED]

From: Ken Biner [REDACTED]
Sent: Friday, January 13, 2023 12:58 PM
To: Ray Smith [REDACTED]
Cc: WD 106 [REDACTED]; Wayne Mason [REDACTED]
Subject: RE: Personal Possessions (I-45 Incident)

Black back pack = 23 lbs

Blue sport Island Operating duffel bag = 27 lbs

From: Ray Smith [REDACTED]
Sent: Friday, January 13, 2023 12:12 PM
To: Ken Biner [REDACTED]
Cc: WD 106 [REDACTED]; Wayne Mason [REDACTED]
Subject: Re: Personal Possessions (I-45 Incident)

Do not think they want them but need weight each bag

Get [Outlook for Android](#)

From: Ken Biner [REDACTED]
Sent: Friday, January 13, 2023 11:17:38 AM
To: Ray Smith [REDACTED]
Cc: WD 106 [REDACTED]; Wayne Mason [REDACTED]
Subject: FW: Personal Possessions (I-45 Incident)

Ray --

Attached are photographs of 2 personal bags that were involved in the I-45 incident. Both bags were retrieved from the water and brought onboard.

Note that both bags contain personal items – papers, vitamins, clothing & miscellaneous items. Both bags are heavy as they are completely soaked and have stagnant water.

Please advise.

From: [REDACTED]
Sent: Friday, January 13, 2023 11:08 AM
To: Ken Biner [REDACTED]
Subject: Personal Possessions (I-45 Incident)

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From: [Erik Grosof](#)
To: [Fabian Salazar](#)
Subject: Fw: [EXTERNAL EMAIL] - FW: Request to Determine if late pilot travelled to Brazil.
Date: Thursday, January 4, 2024 1:25:09 PM

Hi Fabian,

Here you go! See below. Hope this helps your case.

Regards,

Erik

From: Jeffrey Fuller [REDACTED]
Sent: Thursday, January 4, 2024 14:52
To: Erik Grosof [REDACTED]
Subject: RE: [EXTERNAL EMAIL] - FW: Request to Determine if late pilot travelled to Brazil.

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Erik,

Here is what we found. The pilot was in South America just prior to the accident.

Houston to Bogata 11/17/22 United 209. Then at some point traveled Bogata to Brazil.
Brazil to Houston on 11/30/22 United 63

Unsure of departure from US but inbound Brazil to Atlanta on 12/28/22, Delta 270.
During 2022, he had other travel to Brazil as well.
June 2022 outbound MCO to VCP.

Regards,
Jeff

SSA Jeffrey Fuller
FBI/NJTTF
Civil Aviation Security Program
[REDACTED]
[REDACTED]

From: Erik Grosof [REDACTED]
Sent: Thursday, January 4, 2024 11:29 AM
To: Fuller, Jeffrey A. (CTD) (FBI) [REDACTED]
Subject: [EXTERNAL EMAIL] - FW: Request to Determine if late pilot travelled to Brazil.

From: [REDACTED]
To: [REDACTED]
Subject: N595RL Camera Found
Date: Saturday, January 28, 2023 3:23:50 AM

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The camera has been found and will be topside shortly.

I have distilled water and a container standing by.

We will be back at the dock in Houma late this evening.

We'll be standing by for chain of custody instructions.

Respectfully,

Troy Bush
Chief Pilot / RLC
[REDACTED]

From: [Ray Smith](#)
To: [Salazar Fabian](#)
Cc: [Ray Smith](#)
Subject: RE: Request For Documentation
Date: Thursday, January 12, 2023 1:24:45 PM
Attachments: [CFR-1997-title30-vol2.pdf](#)
[Drawing Index and Notes & Structural Permit Drawing, WD 106 A.pdf](#)
[Structural Permit Application, WD 106 A.pdf](#)
[West Delta 106 - Rev 2 - Revised Helideck Marking - 12-5-2022.pdf](#)

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Fabian- Sorry for the delay in responding. Took me a while to review the design trail. WD 106 was built in 1994 under the rules in effect at that time. There is no certification or compliance letter that will state that it was in compliance with API RP 2L 3rd edition. Under the rules at the time, Walter would have built the platform to meet the design requirements found in its Permit Application approved by the MMS (predecessor agency to what is now BSEE and BOEM). A copy of the permit application is attached. As part of the construction process, a certified professional engineer approved the platform drawings and certified that the drawings were in compliance with the design specifications listed in the Permit Application. The applicable section of the CFR governing at the time of the construction was 30 CFR 250 Subpart I. Please see the attached CFR copy, revised as of July 1997.

Concerning the lights on the heli deck, the lights are a Crouse-Hinds series 717B7. Measurements in the field show that this light extends 8.5 inches above the deck versus the 6 inches recommended in API RP 2L 3rd edition. As it pertains to this platform, API RP 2L 3rd edition is recommended practice and guidance document, not regulation. I believe the lights are in compliance with governing regulations and the design specifications required of the platform.

Ray A Smith
Special Project Engineer

[REDACTED]
[REDACTED]

From: Salazar Fabian [REDACTED]
Sent: Tuesday, January 10, 2023 5:08 PM
To: Ray Smith [REDACTED]
Subject: Request For Documentation

Ray,

I am requesting any documentation that showed WD 106 was in compliance with the API 2L 3rd Revision.

Thank You Sir

Fabian

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From: [REDACTED]
To: [Fabian Salazar](#); [REDACTED]
Subject: RE: Pilot's work cycle.
Date: Monday, December 18, 2023 3:40:36 PM
Attachments: [image001.png](#)
[image002.png](#)

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Good afternoon sir,

Regarding the pilots work cycle the pilots scheduled hitch is a 14 day on 14 day off rotation. This schedule does not follow any calendar month and therefore can begin and end on any day of the month.

For Mr Freda's schedule in November he worked Nov 3 thru Nov 16 (totaling 14 days). Under the location is where he started his morning, ie. GAO is Galliano, ST311 is South Timbalier 311A platform where he stayed offshore. He was off duty Nov 17 thru Nov 30. He was scheduled to work Dec 1 thru Dec 14 and then be off duty Dec 15 thru Dec 28.

I hope this clarifies the questions you had.



Jarred Carter | Chief Pilot

RLC, LLC
[REDACTED]
Broussard, LA 70518
[REDACTED]
[REDACTED]

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From: Fabian Salazar [REDACTED]
Date: December 13, 2023 at 9:19:22 AM CST
To: "Melancon, Jason" [REDACTED]
Subject: Pilot's work cycle.

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You and I can go over this on the phone if it will be easier than an email reply.

I understand that the pilot's work cycle was a 14-day on 14-day off cycle. I understand this is the industry standard. Will you please confirm this?

Please detail his work schedule for November and December.

From: [paulagrocha](#)
To: [Fabian Salazar](#)
Subject: Re: National Transportation Safety Board (NTSB) Request for an Interview
Date: Sunday, January 14, 2024 5:06:29 PM

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Hello Fabian,

Ashley Caruso informed me you would be reaching out.

The three days prior to the accident were joyful and ordinary. We were together in Brazil with family. He was happy and well rested. On the 26th we jogged, did groceries to prepare for family arriving and just hung out at home. On the 27th he picked up his siblings from the airport and once again we hung out at home in front of the beach. I was with Derek until early morning of the 28th when he departed from Brazil to Louisiana. After that we communicated via text messages. His last message was a good morning text when he woke up before his shift, like usual.

Let me know if you need anything else or if you would prefer to schedule the call. I still have a hard time speaking about this matter without crying so writing is easier.

Paula Rocha.

Em ter., 9 de jan. de 2024 4:54 PM, Fabian Salazar [REDACTED] escreveu:

Hello Paula,

My name is Fabian Salazar. I am an Air Safety Investigator for the NTSB. May I please start this email by offering to you my sincerest condolences for your loss.

My job for this investigation is the Operations Group Chairman. I work for Mr. Todd Fox, who is the Investigator in Charge. I am gathering data for Mr. Fox. One of the items that I usually gather for an accident like this is a Pilot's 72-hour study. Basically, I wish to know how Derek was doing, both physically and mentally on the three days prior to the accident. I'd like to know about his rest and activities. I am available to talk to you on the phone or, if you wish, you may write me back and give me a statement.

I will be available on Thursday or Friday (January 11 or 12, 2023) of this week if you are available, or Monday of next week (January 15, 2023). If those days do not work, then we can look at the last week of January.

Thank You for your time and I look forward to hearing from you.

From: [Ray Smith](#)
To: [Salazar Fabian](#)
Subject: FW: 70-pound box on inbound flight. CEN23FA071
Date: Tuesday, March 14, 2023 8:42:45 AM
Attachments: [image002.png](#)

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See below. Any timing on a report?

Ray A Smith
Special Project Engineer

[REDACTED]
[REDACTED]

From: WD 106 [REDACTED]
Sent: Tuesday, March 14, 2023 9:27 AM
To: Ray Smith [REDACTED]
Subject: RE: 70-pound box on inbound flight. CEN23FA071

Yes, We had a 70lb box that came out with us that morning. We did remove it from the helicopter it was a pulley for generator #2. Thanks

Trent Sullivan
LEAD WD 106
Walter Oil & Gas

[REDACTED]



From: Ray Smith [REDACTED]
Sent: Tuesday, March 14, 2023 9:19 AM
To: WD 106 [REDACTED]
Subject: FW: 70-pound box on inbound flight. CEN23FA071

Trent- Please confirm that the 70 Lb box was on the flight and was removed at the facility.

Ray A Smith
Special Project Engineer

[REDACTED]
[REDACTED]