



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: December 6, 2023

Subject: CEN24FA049

The NTSB investigator-in-charge spoke on the telephone with Brian Weidman. Brian is the brother of the accident pilot, Miles Weidman.

Miles' only employment at the time of the accident was with Brim Aviation, as a helicopter pilot. Miles lived in Oregon.

Miles was engaged at the time of the accident, and he was planning on becoming married shortly in the future.

Miles was on a work trip, away from home, when the accident occurred. Miles was staying in a hotel during the work trip, that Brim Aviation would pay for. The accident occurred on November 29, 2023.

On November 28, 2023, Miles was working. Miles was assigned a 14 CFR Part 133 flight to complete (involving power line work) by Brim Aviation, but he did not feel comfortable performing the flight, so that flight was assigned to another company pilot instead. Brian was not sure on why Miles did not feel comfortable performing that flight.

On November 27, 2023, Miles traveled from his home in Oregon to Texas for a work trip.

On November 26, 2023, Miles was not working that day.

Miles would drink alcohol on occasion, but he was not a regular user of alcohol. Miles did not use tobacco. Miles did not use any drugs, legal or illegal. Miles did not have any issues with sleeping or fatigue. Miles did not have any major stress events going

on in his life prior to the accident. Miles lived a very active lifestyle and exercised on a regular basis.

Miles did not report any concerns with Brim Aviation.

Miles did not report any previous concerns with the helicopter (N745MB, MD Helicopters MD600N). On the day of the accident, Miles told his fiancé that morning on the telephone that the pilot's cyclic for N745MB felt weird to him and it was excessively vibrating. Miles noticed this issue with the cyclic while the helicopter was operating on the ground, during a refuel session. Brian did not know the exact time that Miles told his fiancé about the cyclic issue that morning.

Brian accessed Miles' cellular phone after the accident and he found a video file, taken at 1218 (central standard time) on the day of the accident. The video showed the pilot's cyclic (on the left side of the cockpit) being filmed by Miles, and the cyclic was vibrating. Brian shared the video file with the NTSB. Brian does not know if Miles reported the cyclic issue to Brim Aviation or not.

If Brian comes across any other additional information, he reported he will share it with the NTSB.

Nothing Follows