

S-76 Crash Interview Notes with Chris Buehrer 05 SEP 2025

Interview Conducted By: ASI Daniel Latimer SAT FSDO

Introductions and purpose of interview.

How long have you been flying helicopters?

Answer: 10 years flying helicopters.

Approximately how many hours do you have in M/M? This variant?

Answer: Approximately 75-100 hours total.

How many times have you landed at TA22? At night? Did you have/were you using any synthetic vision system in the helicopter?

Answer: I've landed 20 times at TA22, all daytime landings and never at night.

Answer: I did not have and was not using any synthetic vision system in the helicopter.

Answer: The flight was conducted under VFR, at night, unaided.

Were you the SIC sitting in the left seat the night of the accident?

Answer: Yes.

Do you happen to know if Mr. Kent Swanson has landed at TA22 before? At night?

Answer: Yes, Mr. Kent Swanson has landed at TA22 prior to the accident.

Answer: Yes, Mr. Kent Swanson has landed at TA22 at night prior to the accident.

Was Mr. Swanson acting as the PIC and sitting in the right seat the night of the crash?

Answer: Yes.

What were the weather conditions (near the intended point of landing) the night of 31 AUG 2025?

Answer: We obtained the latest enroute weather report from KGRK which was reporting: 10SM FG 070 SCT BKN 160.

Was TA22 lit the night of the crash? Were you provided this information? Were you in contact with anyone on the ground?

Answer: Yes, TA22 was supposed to be lit the night of the accident.

Answer: Yes, we were provided with the information and a POC who would be present at TA22 at ETA.

Answer: Yes, we were in contact with the person on the ground but never saw TA22.

Kent texted the POC at TA22 to confirm that the flood lights were on. TA22 also has PCL so I keyed the frequency seven (7) times.

Did you have a local approach for TA22, a heliport diagram, or a GPS Point in Space coordinate to fly to? Was this entered into your FMS?

Answer: Yes, there is an approach for TA22 (RNAV LVP Approach), and it was loaded into the helicopter FMS, but there was a discontinuity built into the flight plan, and it (the approach) was not activated.

We found an iPad in the crash wreckage. Were you running Foreflight or a similar flight software on the iPad for SA? Was the heliport loaded into the Foreflight?

Answer: Yes, both pilots had iPads mounted in the cockpit with Foreflight running with the coordinates for TA22 loaded into Foreflight.

*Note: Mr. Buehrer also stated that there was a GPS in the helicopter (I don't know if that was hand-held or mounted in the instrument panel, but he stated it was also loaded with TA22.

Have you flown this passenger before?

Answer: Yes.

Were there any company or outside pressure/demands applied to you and Kent that night?

Answer: No unusual pressure other than the pop-up flight for that night.

What CFR Part was the flight conducted under?

Answer: It was flown under 14 CFR Part 91, under VFR, at night.

Please walk us through the events of the flight on 31 AUG 2025. Start from picking up the passenger at DAL to the last thing you recall after the crash before being transported to the hospital.

*Note: Please see the pilot statement from Mr. Buehrer (separate document) for a description of the events that took place during the day to include the time and flight details leading up to the accident.

One of the witnesses stated that after the crash you were repeatedly saying, "He said he saw a helipad." Do you remember saying this? What did you mean by that statement?

Answer: I Don't recall saying that after the crash, but we saw green glowing lights just prior to the accident.

*Note: Both pilots stated that they had the pad in sight. Mr. Buehrer stated that he "went inside" to put the gear down (the helicopter was configured for landing as indicated in the wreckage photos), but then said when he looked back up after selecting the gear down, he could not reacquire the landing pad.

The witnesses stated that you overflowed their homes but then returned a few minutes later, lower and slower than normal. Were you as a crew aware that you were approx. 1.5 miles from your intended point of landing?

Answer: We were flying direct to the landing pad (at TA22) with no direction change.

What are your company procedures when you are unable to locate your intended point of landing? Please walk me through your decision process that night.

Answer: We are supposed to execute a go around/missed approach. I was just about to yell "go around" when TAWS went off and we impacted the trees.

Was there anything unusual that occurred during the flight or during the time leading up to the flight?

Answer: No, nothing unusual.

Describe your duty day and rest schedule during the 24hrs prior to the flight?

[*Note, please see pilot statement and crew duty information provided by the Paradigm Director of Operations.](#)

Did you have any issues with other aircraft traffic, ATC, ground lights, laser pointers, passenger demands, or any distractions prior to attempting to land at TA22?

Answer: No distractions of any kind during the flight.



Daniel T. Latimer

ASI - Operations – General Aviation
Federal Aviation Administration
San Antonio Flight Standards Office, SW-17