

From: [REDACTED]
To: [REDACTED]
Subject: Fw: N5013G incident description
Date: Monday, June 29, 2020 3:00:44 PM

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Oops! Here it is!

Janie A. Bradley
Director of Flight Operations
HMC Helicopter Service, LLC

C- [REDACTED]
T- [REDACTED]
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----- Forwarded Message -----

From: jorge gomes [REDACTED] >
To: [REDACTED] >
Cc: Beckstrom Rick (FAA) [REDACTED]
[REDACTED]; Carlos Luque [REDACTED] >
Sent: Monday, June 29, 2020, 02:49:11 PM EDT
Subject: N5013G incident description

The morning of the 25th I was in contact with Mike Boss (the contractor) discussing the loads of rock to be moved. I met John at the airport and asked him to do a load calculation form for performance. I had completed a weight and balance the night before with him at 180lbs and 200lbs of fuel and 1320 lbs on the hook = 4250. We loaded the aircraft and departed with about 300lbs of fuel for the 25 min flight to the job site arriving 9:15. After meeting and greeting we began discussing the load sequence and rigging the pipe. We conducted a safety briefing with FAA inspectors present. The starting fuel was good to gauge the rock loads estimated at 1000 to 1200 lbs. The flying began at 10am with John utilizing about 90% torque to dead lift the rocks which was a good margin. During many of his approaches to the parking lot I would ask about his fuel state. His first refuel was a shutdown where he commented about the heat. During his second fuel cycle he commented about hand cramps (which I responded to relax) but he elected to continue. The operation progressed smoothly with Daryl talking to him at the drop point and myself guiding him during the pickups to the second fuel stop which he elected to shutdown. After refueling we continued with the operation until the point of the accident. A ground crew member noticed the lack of helicopter noise. I made one radio call to Daryl when moments later I received a phone call needing rescue. Daryl was in contact with John at the drop point at the time of the accident with the job 90% complete.

Jorge Gomes CP