

6/25/2020

Lenny Montas HMC
Get Fuel At Reliance Aviation TMB At 7:00
And the Fuel gallons were placed
in on Hangan Safety cage

Get Fuel this morning [REDACTED]
And camera to the lift job triang
trades Wings park

Fueling Guy's Name Dino
Att: Reliance Aviation Tamiami Airport
[REDACTED]

5013G

Lenny Montas
[REDACTED]

55 galn was fill with 40 gallon
it was fill twice,
First put 2 five gallon containers
then 233 gallons of the tank of 55 gallons
[REDACTED]

With bring 2 5 gallons that is 10
gallons more along with the 40 gallon fuel
total amount of fuel is 50 gallons

June 25 2020

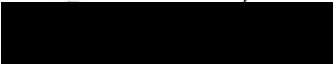
After receiving fuel from Reliance Aviation we proceeded to conduct an aerial crane operation at Tradewind Park according to the approved CAP. Almost 2 hours into the job the helicopter departed with a load of ~~rocks~~ rocks to the drop site. The aircraft was not visible. After a short time there was not the usual sound then I received a call from the ground crew confirming the aircraft down.

Lorag Gones CP

[REDACTED]

Q

On June 25, 2020, I was observing a 14 CFR Part 133 Congested Area Plan (CAP) with HMC Helicopter Services, INC under the supervision of Rick Beckstrom (PMI) associated with the Federal Aviation Administration Training Program. The lift operation (CAP) was conducted at the Tradewinds South Park in Coconut Creek. The drop-off site was approximately 200 meters from pick-up site. The aircraft had hooked up to a load and was over the drop off site when we heard "Helicopter Down" from George Gomes who was in radio communication with the Pilot. Mr. Gomes was located at the pick-up point at the time of the accident. We rushed to him and told us the helicopter went down at the drop-off site. We headed towards the accident site using the bike path and turned immediately to an old wooden walking path. I stayed back from the group running towards the accident site because the lead fire rescue fell through the wooden walk path and needed assistant. I decided to stay on the wooden walk path to wait and direct the firemen to the accident site, assisting them with their equipment while jumping off the wooden walking path to the swamp area leading to the accident site. When I arrived at the accident site, the pilot was already in stretcher and the paramedics were waiting to airlift him out. I was directed to go back to the pick-up site and review the maintenance logbook by Rick Beckstrom. I was also notified to keep the pilot's logbook and maintenance logbook after taking statements.

 1 Jul 2020
Ismael N. Zabala

Aviation Safety Inspector (AW)

On June 25th I was observing a 14 CFR 133 Congested Area Plan (CAP) operation with HMC Helicopters Services Inc. under the direction of PMI Rick Beckstrom under the FAA umbrella training program located at Trade Winds South Park in Coconut Creek. Two hours into the operation myself and the other three inspectors at the pickup point scene heard a distress call over the radio that the rotor wing craft (N5013G) went down at the drop point. I was directed by inspector Beckstrom to collect statements from the Chief Pilot (Jorge Gomes) and Lenny Montas (one of the ground crew personnel).

Lenny Montas stated that the fuel that he received from Reliance Aviation was placed in a 55 gallon plastic container. The 55 gallon container was only filled to 40 gallons. There were 4, 5 gallon containers used to transfer the fuel from the 55 gallon drum to the rotorcraft for refueling purposes. The helicopter was refueled twice during the operation. After Mr. Montas had written his statement approximately one hour after the incident he then said he also brought two more five gallon containers of fuel with them that were not previously mentioned. I asked Mr. Montas to add this to the statement he had previously wrote.

Mr. Montas stated that he refueled the helicopter twice. On the first refuel ten gallons were put into the aircraft. On the second refuel thirty three gallons was put into the aircraft.

After the statements were collected myself, Mr. Montas and Mr. Gomes went to measure the remaining fuel in the 55 gallon container. The measurement indicated approximately 7 gallons of fuel remaining in the 55 gallon container. Please see the pictures attached in the report for visual clarification of the stick.

[Redacted Signature]

7/1/2020

Respectfully,

Mark R Rodriguez

Aviation Safety Inspector (AW)

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[Redacted] measurement.