

Gerhardt Adam

From: dragoflyer [REDACTED]
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To: Gerhardt Adam
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Attachments: NTSB Report.pdf

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Hello Mr. Gerhardt, here is the report as well as my statement. If I have made any mistakes or you need anything else please let me know.

Statement from Moises Arquimides Morales.

This statement is from the time I finished a preflight inspection to the time of the incident in question. I started the helicopter roughly at 10:15 am on 4/18/2022 to begin aerial application of a pine stand.(Timber) The helicopter was in the field that we were spraying as well as the service truck that fuels and services the helicopter with product to be applied to the timber tract. Upon takeoff I landed on the truck to receive product and fuel. I took on 80 gallons of product and 10 gallons of fuel which would have given me a total of 25 gallons of fuel considering I had 15 gallons of fuel on board. I commenced the application of the tract and sprayed 57 acres which took me about an hour to apply. During the time spraying I landed on the truck 5 times to receive product for the application. During the application I noticed that the spray system was not applying product at the prescribed rate which led me to begin troubleshooting and a recalibration of the spray system. Having time to think, since the incident happened, I remember that the last three times I landed on the truck I spent my time in the cockpit troubleshooting the spray system and not paying attention to the fuel. At the last load that I sprayed, upon completion of said load, I was climbing out of the field and the engine quit at around 50-100 feet in altitude and traveling around 40-50 mph. I immediately lowered the collective to preserve rotor blade rpm but had to raise the collective to clear trees in the area beneath me which depleted the rpm. I managed to flare when I was approximately 5-10 feet off the ground and landed the helicopter on a private gravel road. Upon landing with depleted rotor inertia the helicopter nosed forward and stood up on it's front skids with the tail boom raise up in the air and then landed firmly on the ground to its resting place. The tail boom and main driveshaft are the only parts of the aircraft that have visible damage. After exiting the aircraft and inspecting the damage I noticed the fuel guage was at the empty level which could have been the reason for the engine failer. There was no other damage to personal property or any physical harm done to the Pilot in Command.

~Moises Morales