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Office of Aviation Safety, Eastern Region

Date: 11/4/2022

Subject: ERA23FA048

Contact: Jesse West (Aerial Solutions, Helicopter Pilot)

Mr. Jesse West was approached by this investigator at the I35 airport on the ramp. This investigator was informed by the Airport Manager that Mr. West had heard the accident airplane the morning of the accident. Mr. West was informed by this investigator that his statements reported during the conversation would be summarized in a written record and would be made available in the NTSB Public Docket. The below contents are a summary of what Mr. West reported to this investigator:

- Mr. West reported that he is a commercial helicopter pilot and flight instructor.
- He had been flying in and out of I35 performing long line helicopter flying in the area.
- He reported that he heard what he believed to be the accident airplane around 1000 local. The airplane completed two passes over runway 8 at I35. Mr. West was near the terminal FBO building at I35.
- The first pass over the runway that he heard sounded higher in altitude than the second pass that he heard. He did hear a radio call broadcast over the CTAF (Common traffic advisory frequency); however, he cannot recall what the contents were.
- He did not observe the airplane at any point during the passes the airplane performed.
- The second pass Mr. West was outside standing next to the fueling area, which was about 375 ft from the runway 8 centerline.

- This second pass was "really low." The engine was a steady piston engine sound for both passes. It sounded like a normal piston engine and there were no noticeable increases or decreases in power.
- From the direction of the sound, the passes were approaches to runway 8.
- After the second pass he assumed the airplane had performed a missed approach procedure.
- The engine sound moved farther from the airport, and he did not hear the accident airplane again, nor did he hear any sort of boom or the accident airplane's eventual impact with terrain.
- At the time of the two passes the weather conditions were very foggy. He reported that he could see no farther than the south runway edge area and the red 8-26 runway sign from the FBO fuel/ ramp area. As measured in Google Earth, this distance was about 250 - 300 ft.
- He recalled an incident about 2-weeks prior to the accident, he observed the accident airplane/ pilot land at I35 covered in airframe icing one morning. He recalled observing the accident airplane on final approach and it dived toward the runway on short final. He could tell that the forward windscreen was covered in airframe icing. He took particular note of this event because he was concerned with icing and clouds that prior morning.

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