



NTSB RECORD OF CONVERSATION

Investigator Name: Lawrence Lewis
Mode: Aviation **Position:** Air Safety Investigator
Region: Western Pacific

Date: 7/3/2014

Person Contacted: Carol Sylvia [REDACTED]

NTSB Accident Number: WPR14FA231

Narrative: Carol Sylvia is employed at the visitor center located adjacent to the Lost Trail Powder Mountain Ski Area parking lot, where the accident airplane impacted.

Mrs. Sylvia said she was outside the visitor center about 1730, and heard an airplane overhead. She said it was unusual to hear an airplane in the area, and she looked up at the overcast sky. When she looked up she saw the accident airplane exit the base of the clouds in a vertical descent. She said the airplane was in a level attitude, spinning (what she described as wingtip to wingtip). The airplane impacted the parking lot of the ski area adjacent to her location. The airplane immediately burst into flames, and she went inside the building to call 911.

She said it had been snowing on and off during the day, and snowed after the accident. The ceiling and visibility had been up and down during the day also, but at the time of the accident she thought the ceiling was 1,000 to 2,000 feet above the ground, and the visibility was about 1 mile. She said from the time the airplane exited the base of the clouds and impacted the ground was seconds, and the airplane made 6 to 7 complete revolutions. She said she heard the airplane's engines running the entire time, and the propellers were turning when it impacted.

The digest was reviewed with him/her during the phone call and he/she agreed with the content.



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Date: 6/20/2014

Person Contacted: Kendra Horn [REDACTED]
NTSB Accident Number: WPR14FA231

Narrative: Kendra Horn works at the FBO at Twin Bridges Airport (7S1) north of Dillon, MT. She said on Monday, June 16, the accident airplane stopped at her airport and purchased 85.4 gallons of fuel. She said she did not see anything unusual, and the airplane departed about 1747.



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Date: 6/18/2014
Person Contacted: Randy Baily
NTSB Accident Number: WPR14FA231

Narrative: The following is a statement taken by FAA Steve Jones from Randy Baily at the Dillon Airport.

Mr. Jones,

To reiterate our conversation of this morning:

This aircraft arrived KDLN on Monday 6/16/2014. The pilot indicated that the origin that day had been a Minneapolis area airport, and the destination for the day was Hamilton, MT. Prior to arrival at KDLN, the pilot (Mike Blume) indicated he had diverted from the original planned flight path due to weather and had in fact passed KDLN headed toward Lemhi Pass but low cloud conditions had forced a return to Dillon. Mr. Blume elected to spend the night in Dillon having waited until the end of the day without an improvement in weather conditions. He arrived at the airport approximately 07:30 Tuesday morning. I observed a thorough pre-flight and we said discussed the fact that the weather conditions were still not much improved from the previous day. He elected to depart for Hamilton at about 08:30, but returned to KDLN about 30 minutes later because of low cloud weather conditions. He waited all day (going to town for lunch) for weather conditions to improve with little actual change in cloud conditions. During the day, we did discuss the hazards of operating VFR in mountainous areas during inclement weather, and he seemed to agree that the hazards often risks

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often outweighed the rewards. He checked weather conditions continuously during the day. Nonetheless, at about 4:30pm, he elected to depart and try it again. Our discussion at that time was that "we will probably see each other again in 30 minutes."

I never saw him again.

During his stay here in Dillon, I never to observed any mechanical irregularities of any kind on the aircraft. Further, the pilot did not appear careless or impaired in any way whatsoever.

Randy Bailey
Dillon Flying Service

[REDACTED]
[REDACTED]

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Date: 6/18/2014

Person Contacted: Richard Heltsley
NTSB Accident Number: WPR14FA231

Narrative:

Richard Heltsley () was in the area yesterday and believes he saw the aircraft shortly before its accident. He believed the plane be an older model twin Beech flying north when a convective thunderstorm rolled in from the west. He did not see the aircraft go down, but wanted NTSB to be aware of what he witnessed.

Ryan Mammen
NTSB Response Operations Center

6/20/2014 Telephone interview with the NTSB IIC, Richard Heltsley, lives on the highway (93) between Salmon and the summit (accident site). He said he was outside about 1700 and saw what he thought was a twin Beechcraft airplane headed for the pass. He's a pilot and said he's been over the pass lots of times and he wouldn't have gone up there that day. He said there was a thunderstorm to the west headed for the pass at the time. He thought the airplane was about 6500 feet VFR at the time. He lives at 4200 feet.



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Date: June 19, 2014
Person Contacted: Cheri Carrol
NTSB Accident Number: WPR14FA231

Narrative: The following is digest of a conversation between the FAA inspector assigned to the accident and witness Cheri Carrol.

Regarding the plane crash on Lost Trail Pass, June 17, 2014:

I live at [REDACTED] (a few miles north of the turnoff to Bannack State Park). At about 8:10 A.M. I saw the floatplane headed north toward Big Hole Pass. The whole Pass area was socked in with gusty winds and snow showers. The plane circled and came back by our location headed south. The last time I saw it was about 8:20 A.M.

We were home all day and did not see or hear another plane. Is it possible he followed Hwy. 324 over Lemhi Pass to get to Salmon? I wonder why he would go that way as I recall it is rougher terrain from Salmon to Hamilton.