



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR16LA125
Aircraft Registration & Make/Model: N1076Y; Bell 206 L1 Helicopter
Accident Location: Bishop, California
Accident Date: June 14, 2016

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Craig Frederick
Owner of Accident Helicopter

Interview date and time: July 14, 2016; 1413 PT

According to Mr. Frederick, the pilot started to lease the accident helicopter from him in July 2015 under the name Global Equity Investments. A few months before the accident (about April 2016), the pilot entered into a lease-to-buy contract with the owner with the intent of purchasing the accident helicopter after the required monthly payment is met.

Interview #2 Summary

Craig Frederick
Owner of Accident Helicopter

Interview date and time: August 31, 2016; 0648 PT

According to Mr. Frederick, at the time of the accident the airframe total time was 34,948.4 and the engine total time was 17,262.5 total flight hours. He further stated that he used the current hobbs time and total aircraft and engine times at the time he leased the helicopter to the accident pilot to compute these numbers.



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Interview #1 Summary

Kim Toscas
Corona Air Ventures, Corona, California

Interview date and time: August 10, 2017; 1017 PT

According to Ms. Toscas, her records indicate that the pilot last purchased 57 gallons of 100 low lead aviation grade gasoline at their facility under the tail number 88888NN.

Interview #2 Summary

David Calleros
Encore Jet Center, Chino, California

Interview date and time: August 10, 2016; 1028 PT

Mr. Calleros stated that the pilot last purchased 79 gallons of JET A fuel on April 2, 2016 and 275 gallons of JET A fuel on April 1, 2016, which may have been deposited into a separate tank.

Interview #3 Summary

Yvette Ward

Encore Jet Center, Chino, California

Interview date and time: August 24, 2016; 1225 PT

Ms. Ward stated that the pilot last purchased about 563 gallons of JET A fuel on May 2, 2016, which was deposited into a separate container.



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Interview #1 Summary

Matthew Kaplan
Accident Pilot

Interview date and time: June 27, 2016; 1406 PT

The pilot reported that he had accumulated 1,500 total flight hours at the time of the accident. He further stated that his last aviation medical examination was completed on August 16, 2014.

Interview #2 Summary

Matthew Kaplan
Accident Pilot

Interview date and time: February 8, 2017; 1555 PT

Mr. Kaplan stated that he normally manages his fuel by filling the fuel tanks to capacity, calculating a 30 gallon per hour fuel consumption rate, which he backs up with the fuel gauge. He leaves the fuel pumps running during flights. After the helicopter impacted the ground, Mr. Kaplan pulled the fuel pump circuit breakers. When he returned to the crash site with the FAA

they reactivated the circuit breakers and heard some “gurgling.” The helicopter started up successfully, but was shut down after 2 seconds, during a subsequent engine start attempt.

According to the pilot, he observed a low fuel light indication at 12,000 feet mean sea level after he had redirected the helicopter to Bishop Airport.

The pilot stated that he normally uses gas cans that he normally fills at Chino Airport and stores in his hangar. He last refueled the helicopter from using his spare tanks.

He reported that he had flown to his destination airport 3 previous times prior to the accident. With the exception of the accident flight, each previous trip was completed in an airplane. The pilot stated that he flew at various altitudes during cruise flight in an attempt to find the least amount of headwind.

Interview #3 Summary

Matthew Kaplan
Accident Pilot

Interview date and time: February 9, 2017; 1000 PT

Mr. Kaplan reported that he had accumulated approximately 75 total flight hours in the helicopter make and model.



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Interview #1 Summary

Sergeant Scott
Inyo County Sheriff's Office

Interview date: June 14, 2016

Sgt. Scott stated that he was one of the first responders on-scene. According to his recount, the pilot reported to him that he had three people onboard the helicopter and one dog. During the flight he determined that he was low on fuel and decided to turn towards Bishop, California. After the engine stopped during the subsequent descent, the pilot attempted to restart twice, but was unsuccessful. The helicopter landed hard and the main rotor blades “chopped” the tail boom.

The Sergeant stated that they inspected the main fuel tank by looking through the gas cap at the fuel extender. He reported that they could see the “fittings” at the bottom of the tank, but did not see any fuel present.



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Interview #1 Summary

Gary Howe
Bell Helicopter

Interview date and time: June 29, 2016; 1215 PT

The recovery facility verified the fuel quantity using the helicopter's fuel gauge at the conclusion of the wreckage recovery, as requested by the NTSB IIC. A representative of the helicopter manufacturer, Mr. Howe, was asked to guide the recovery facility through the process. After the fuel quantity verification was complete, Mr. Howe reported that the fuel gauge showed about 40-50 lbs (5.88 – 7.35 gallons) of fuel remaining.

Interview #2 Summary

Mark Stuntzner
Bell Helicopter

Interview date and time: February 24, 2017; 1127 PT

Mr. Stuntzner reported that the Bell 206L-1 model has a total fuel capacity of 22.7 gallons between the helicopter's forward two interconnected fuel tanks. According to the Bell 206L-3 technical brochure, the approximate fuel consumption of the helicopter is 35 gallons per hour.

Further, Mr. Stuntzner reported the fuel range extender is a supplemental type certificate (STC) item available through multiple variants. With a fuel range extender, the accident airplane model should hold approximately 110 gallons of fuel, but that information would need to be verified through the STC.