



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: November 18, 2016 @ 1000
Persons Contacted: Bill Bebieff, mechanic and friend
NTSB Accident Number: WPR17FA021, N81GG

Narrative:

On November 18, 2016, Mr. Bebieff was interviewed via telephone by the NTSB investigator-in-charge, Noreen Price, and NTSB Chief Clinton Johnson. Mr. Bebieff was the primary mechanic for Mr. Galiher's helicopters, and he was also a friend. He assisted Mr. Galiher with fueling and loading the helicopter before the flight. This is a summary of his statements.

- Mr. Bebieff is a commercial helicopter and airplane pilot, and also a certificated airframe and powerplant mechanic. He has 45 years of maintenance experience. He retired from the San Diego Police Department in 2015. He currently operates his own company, Sunset Helicopters, Inc.
- He maintained the accident helicopter and stated that all the inspections were up to date and that there were no known mechanical issues.
- On the day of the accident, he understood that Mr. Galiher would leave work at 1600 and drive to the Honolulu International Airport to embark in N81GG for a flight to Molokai. Mr. Galiher arrived late to the airport, probably due to traffic. He was taking a friend, who was a realtor, to his Molokai house for the night to work on a real estate endeavor.
- Mr. Galiher seemed healthy and happy before the flight. Mr. Bebieff did not know of any stress or distractions that would have affected the flight.
- Mr. Galiher was very careful about checking weather before his flights. He typically checked the National Weather Service (NWS) radar loop from Molokai at the online NWS site. Mr. Bebieff did not know if Mr. Galiher checked the weather before departing.
- Mr. Bebieff fueled the helicopter with 62 gallons in the main tanks and 21 gallons in the auxiliary tank, which was plenty to get to the destination and back to Honolulu. He also loaded 2 backpacks, a briefcase, and bags of food. The helicopter started up and departed the flight line normally.

- The helicopter was not outfitted with an ELT or floats. It was outfitted with a Garmin 430 and a mobile Garmin 295 GPS. The helicopter had a Fargo auxiliary fuel tank installed.
- Mr. Bebieff said that he had flown with Mr. Galiher many times. He typically flew to the helipad from the north if the weather was good, but if the wind was blowing or it was dark, he would approach from the south beach line and use the red lights on the house and helipad to navigate. Mr. Galiher flew clear of houses if he could because he was very conscious of the noise hazard.
- On one occasion, Mr. Galiher landed at Molokai airport instead of his helipad because the weather was bad. He was very careful about weather.