



RECORD OF CONVERSATION

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Western Pacific Region

Date: February 6, 2018
Person Contacted: Mr. Garrett Bradshaw (Gunner)
NTSB Accident Number: WPR18FA074

Narrative:

During a telephone conversation with Mr. Bradshaw, he reported that, because of his injuries, he can only remember bits and pieces of the accident flight. However here is what he recalls:

- It was windy that day, however, the wind wasn't affecting the nets, they were still opening just fine
 - For the most part they shoot the nets into the wind, therefore, on windy days they have to shoot further ahead of the deer.
- He said they had caught some deer that morning, maybe 5-7 deer. They were working near the river, but it was too windy there, so they decided to go inland a little.
- At some point, he recalls the pilot hovering and it being challenging for the helicopter to stay in a hover.
- They had just gotten fuel, and he believes they had planned right before the fueling to call the flight.
 - He believes he recalls the mugger working on a deer after getting fuel
 - He thinks they were going in to pick up some nets before returning to Clarkson.
- He remembers spinning before the crash
 - After the crash, he got out and found the pilot and the mugger, the pilot had apparently unbuckled himself and was laying on the ground.
 - Mr. Bradshaw hiked up to the hilltop for cell service.
- He flew into Lewiston from Colorado at 8am that morning. He said he departed Colorado at 6am.
 - He said he usually flies in the day before, but it was a short flight from Denver that morning and the capture flight was supposed to be a short afternoon flight.

- The day of the accident, he said he was perfectly alert and well rested.
 - He was coming back from time off and he had gone to bed early the night before.
- He started wildlife capture work about 8 years ago. Someone he knew in Oregon got him into the business.
 - He started out mugging but has been gunning for about 6 years
 - He works all over the United States
 - This was the first season with Hells Canyon Helicopters
 - He has gunned out of a lot of R44s, Hughes 500s, and even some Hughes 600s
 - He always shoots from back left
 - That is what he was taught at Wildlife Capture Technologies in Cody, Wyoming
 - He knew of the pilot prior to working with him because it is such a small industry
- Even though it was his first season with Hells Canyon Helicopters he noted that they operate very similar to other operators.
 - They run “a tight ship” and have very good maintenance.
 - He was very comfortable flying with the pilot, he is a very good pilot
 - The pilot was always conscious about everything he did and he watched everything
 - The mugger was good at what he did, and he was aware of everything going on
 - The mugger has done some gunning prior, but not during the accident flight
- He said they usually keep a backup gun in the chin bubble, along with an extra canaster and collars. The gun is only loaded with a canaster, but not with a cartridge
 - He usually does not load a round until they are on an animal
 - Empty casings usually go into a canaster bag

END.

Submitted by: Samantha Link