

Inspector Statement

Interview with Carson Klein, 4/17/2019, from 9:30am to 10:30am local time

At approximately 9:30am on 4/17/2019 I, Joseph J. Monfort (Investigator in Charge), interviewed Mr. Carson Klein, the Pilot in Command of N593C (HU-369-E Accident Aircraft), at the K and S Helicopters Turtle Bay satellite base (H158 heliport).

I asked the following questions:

Please tell me, in detail, the start of your day on 4/16/2019 from the time you arrived at H158 heliport up to the time you hiked away from the helicopter accident site.

Mr. Klein said:

"I showed up to work at 0630am and I checked the logs for the aircraft. The aircraft was clean, no maintenance issues. During my preflight I took a fuel sample from the aircraft and checked the fuel amount. Before I departed I topped off the tank with 7 extra gallons of gas."

"My first flight departed at approximately 750am and went to 817am (27minutes). The flight was from H158 to Wainae Kai Road. I transported 3 passengers (PAX) to Makaha Valley and then shutdown."

"I then departed at 844am and flew to 923am (39 minutes) from Makaha Valley to the ridge and back carrying 2 PAX. Usually to the same spot then to Pomoho Conex and to USGS1. I moved a 650lb external load of agricultural equipment from USGS1 to Conex and then shut down at 923am."

"At 927am to 938am (11 minutes) I started back up and repositioned back to USGS and shut down again"

"At 1001am I started back up and proceeded to KMWP and did 4 iterations of PAX and cargo movements between NEMP to Waimano water tank across to Sacred Falls. At approximately 1126am (1hr 25 minutes for this flight?), with 3 PAX on board I noticed the fuel around 100lbs and decided to proceed back to H158 for fuel. As I started my decent I experienced an engine out and low rotor beeping noise in the worst possible location. I was in a very deep rocky valley with nowhere to go."

I then asked him "what did you feel" when he perceived the engine out? Did he experience a violent yaw or a large noise?

Mr. Klein responded:

"No, there was no loud bang or any violent yawing." I just immediately went into autorotaion and I maneuvered so as to avoid crashing into the shear rock walls. I made it through a narrow gap and then pushed it over and regained my Rotor RPM (RRPM) as we dove about 700 feet. I then proceeded to look for the flattest area I could find as the RRPM decreased. I found a low level flat tree and I flared the aircraft very hard and stopped the forward speed, and then I cushioned the aircraft with collective until we hit the trees. The aircraft gently came down and rolled to the right inverted. Chris in the front right [seat] crawled out first after he released his seat belt. I then released my seat belt and fell into the head liner. I then got out and attempted to help the ladies out of the back seats. I believe I smelled fuel

and I saw some smoke from the exhaust. I went back into the cockpit and grabbed the fire extinguisher, but I did not use it.”

How were the passengers?

“The PAX had a great attitude and no one appeared injured. We tried to use our cell phones but there was no coverage. One of the ladies hiked up the hill and used their cell phone to call for help.”

How high was the tree that you landed on?

“It was about 15 to 20 feet tall, and it kind of cushioned our fall as we rolled to the right and leaned against a rock. Some of the Plexiglas was broken”.

Did the occupiable living space collapse?

“No not really, just a little impingement next to my door.”

No further questions.

Joseph Monfort

Operations Inspector

Honolulu FSDO, WP-13