

From: [Kolton Cahoon](#)
To: [Gutierrez Eric](#)
Subject: Re: N314FR accident
Date: Sunday, April 30, 2023 3:43:41 PM
Attachments: [image001.png](#)

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Eric,

The following is a summary of the events that occurred on March 21, 2023 from my perspective. I took off from Casper, Wyoming that morning and followed my normal pipeline patrol route south to Colorado Springs. I landed at the Rocky Mountain Metro Airport in the Denver area for fuel and then took off to fly my patrol back to Casper. The patrol back north takes my past Laramie and Rawlins Wyoming. I would estimate that I was about 30 miles north of Rawlins when I was texted coordinates by Hawkeye Helicopter management and told that they had gotten an SOS alert from N314FR (piloted by Brett Smith) and to head to the area to check it out. Myself and another Hawkeye Helicopter pilot arrived on scene and searched for the downed plane. I flew over the area for what I would guess to be about an hour before I had to go land due to low fuel. After I left the scene the other Hawkeye pilot was able to locate the plane.

That day I had been flying at approximately 1000 feet AGL. We do have a waiver from the FAA that allows us to fly as low as 500 feet AGL while conducting pipeline patrol. It was fairly windy and gusty that day. I also experienced some areas of moderate turbulence and mountain wave. It had been bumpy the majority of the day but north of Laramie Wyoming it seemed to become a little worse. I did not encounter any significant up or down drafts but would not be surprised to hear that other pilots did on that day.

If you have any other questions or I can help in any way please let me know.

Kolton Cahoon

From: Gutierrez Eric [REDACTED]
Sent: Wednesday, April 26, 2023 12:25 PM
To: Kolton Cahoon [REDACTED]
Subject: N314FR accident

Hello Mr. Cahoon,

Thanks for taking the time to chat with me this afternoon. Per our discussion, please respond to this e-mail with a summary of the events that occurred on March 21, 2023. Please

include the standard altitudes flown while conducting pipeline patrol and any weather you may have encountered.

Respectfully

Eric



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