

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: June 19, 2024 (accident date)

Subject: WPR24FA200 / Record of Conversation

Contact: [REDACTED] / Owner R-44, N323TT

In a telephone conversation with [REDACTED], he provided the following information.

- He went to Inland Helicopters, located in Spokane, Washington, where he first met and spoke with the accident pilot.
- He had a conversation with the accident pilot about the pros and cons of purchasing a new or used helicopter.
- Later, he purchased N323TT, and the accident pilot provided some instructional flights in preparation for the new owner gaining a helicopter rating.
- Later, he sent the helicopter to Helicopters Northwest, Boeing Field/King County International Airport (BFI) Seattle, Washington for an annual inspection and to have other maintenance done, including the installation of a symmetrical stabilizer.
- The maintenance logbooks were sent along with the helicopter.
- The helicopter had been at the maintenance facility for about three months and the symmetrical stabilizer was on backorder and not available.
- He elected to have the helicopter returned to his possession.
- Due to travel obligations, He asked the accident pilot to travel to Seattle and fly N323TT back to Coeur d'Alene, Idaho.

- He knew the pilot-rated-passenger, as he was the aviation medical evaluator (AME) for the area.
- He was not aware if the accident pilot was planning to give the pilot-rated-passenger instruction in the helicopter.
- He was out of the country when the accident occurred.

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Western Pacific Region

Date: June 24, 2024

Subject: WPR24FA200 / Record of Conversation

Contact: [REDACTED] / Pilot / Student of the Accident Pilot

In a telephone conversation with [REDACTED], he stated that he agreed to fly the accident pilot and the pilot-rated-passenger to Boeing Field / King County International Airport (BFI), Seattle, Washington, and that he and the accident pilot would conduct instrument training while enroute. He stated that they were delayed in departing Felts Field Airport (SFF), Spokane, Washington due to inclement weather. They departed SFF around 0900 to 0930 local time. They practiced approaches to two airports before arriving at BFI and then taxied to the heli-center.

He reported observing the accident pilot conducting a pre-flight inspection of the helicopter. He mentioned that the only thing he overheard was something about a part that had 50 hours left. He observed the fuel truck coming out and topped off the helicopter.

He reported departing after the helicopter departed and that he stopped at Wilson Creek Airport (5W1) Wilson Creek, Washington and did not stop at Bowers Field (ELN), Ellensburg, Washington, and he did not follow the same flight route as the helicopter.

He reported that he took some photographs and a few short videos of the helicopter. He stated that when he saw the helicopter, there were no indications of a problem, like smoke.

He stated the accident pilot was in great spirits and health and was "very on the point."

He described the weather along the flight route as beautiful with high clouds and no visibility restrictions like moisture. He said the temperatures were comfortable and that the ride was a little choppy.

He did not hear any discussions about the pilot-rated-passenger training in the helicopter. He only heard that the accident pilot was ferrying the helicopter from Seattle to Cour d' Alene, Idaho. He stated that they did not use flight following.



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Date: June 21, 2024

Subject: WPR24FA200 / Record of Conversation

Contact: [REDACTED], Director of Maintenance, Helicopters Northwest

In a telephone conversation with [REDACTED], he stated that N323TT was in maintenance at their facility and came out of an annual inspection along with other maintenance. He stated that the stabilizer was scheduled to be replaced but the replacement stabilizer had not arrived. He recalled that the main rotor blades track and balance required extra time to complete. He also reported that he installed an electronic module that had a 50-hour limit to it.

He reported that he came in to work to assist the accident pilot in picking up the helicopter. He spoke to the accident pilot about the track and balance.

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Date: June 21, 2024

Subject: WPR24FA200 / Record of Conversation

Contact: [REDACTED], Owner of Inland Helicopters

In a telephone conversation with [REDACTED] (the interviewee), he stated that when the accident pilot first became employed with Inland Helicopters, he gave him the easy flights that didn't include autorotations, and that he eventually became an on-demand flight instructor (contractor). He reported that the accident pilot had about 250 to 350 hours in helicopters.

The interviewee stated that, in the beginning, the helicopter owner came to Inland Helicopters inquiring about purchasing a helicopter. After purchasing the helicopter, He initially began flight training with the accident pilot, and the two developed an acquaintance that evolved to the accident pilot teaching the owner privately, and separate from the business of Inland Helicopters.

The interviewee recalled that the owner asked the accident pilot to pick up the helicopter [from Seattle]. He reported that the helicopter had just come out of an annual inspection. He was aware that the accident pilot included the pilot-rated-passenger on the flight.

The interviewee reported that the accident pilot was a conservative pilot who came from a culture where low-G pushover flight was avoided. He reported that the accident pilot had that SFAR 73c endorsement or else he could not hire him.