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Date: December 20, 2024

Subject: WPR24LA265

Contact: Jason Spurgeon

In an email provided to Mr John Mills (Air Safety Investigator DOI Office of Aviation Services) on December 20, 2024, the pilot stated:

"John,

I would say that the temp began to rise slowly at first but never went down after I reduced lower and then it raised more succinctly until it went off the chart and it remained there while I was relaying this info to the crew and even as I pointed to the field and said "I'm going there".

It was unlike the LCD test where it raises quickly when u press LCD test and then comes right back down immediately.

I have never seen nor heard of a MGT gauge doing a bit check mid flight. The thought of it occurring is really not a part of my training . My perspective was that it was reading a temperature and it acted like it . I wanted to get the power out of the equation and hopefully avoid the engine coming apart on the way down.

I think that was my thought process whether I felt something more or not . I wanted to avoid a complete engine failure if this is what might be happening. After the last turn in I just made the quick judgment call from my gut and what I was sensing to perform the full down rather than a partial lower recovery scenario. I saw the engine begin to overspeed and when I checked the collective up it did not bring the rpm down and to me felt like it was running rough. I do remember thinking that, like it groveled a bit and

then I immediately decided not to care about the rpm since I may need it at the bottom which was just seconds away.

There really wasn't a good spot to put it even under partial power and I didn't want to hover around and risk it blowing up on us if it was really coming apart. Landing into the corn under partial power would have put my tail rotor deep in the corn as well which would not be good.

As you know there wasn't much time to decide this or good options as far as an immediate LZ. It was a sloped field with a fence and drainage ditch or the flatter corn field. I didn't want to poke around and risk it coming apart going lower and slower and onto a slope . Rolling it over may have hurt us worse. I guess that was my mind set. I had to trust the temp gauge because I have never heard of or seen a MGT gauge do a "bit" check mid flight."