



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region – Denver, CO

Record of Telephone Conversation

Person Interviewed: Nolan Bousquet – [REDACTED]

Date: May 29, 2013

Subject: – CEN12FA295

During the telephone conversation, Mr. Bousquet stated the following:

He and the pilot arrived at the speedway, and then he went to Bolivar Airport to fill the fuel cell. He went back to the speedway and the pilot gave a ride to 3 girls, one who vomited in the back seat. They took the helicopter to wash out the back and then returned to the speedway LZ; one rear door and both front doors were removed to air out the cabin. The accident passenger and the pilot loaded and departed. The ride was only supposed to last about 15-20 minutes. The pilot planned to fly north to show the passenger the local Amish house and the Lucas Oil property. He was in contact with the pilot via handheld radio. After 30 mins he noticed the helicopter had not returned so he sent a text message to the pilot to check on him. The Lucas Oil bar manager called the local houses to see if the pilot landed there. About 2 later, Mr. Bousquet notified Tom Fredrickson and the search was initiated.

When asked about the pilot's flying habits, he said the pilot liked to be at least 500 feet above any clouds and no lower than 300 feet above ground level when the clouds weren't a factor. The pilot would fly normal cruise speeds so the passengers could take pictures.

The only maintenance he did on the helicopter was oil changes. The pilot expressed no concerns about the airworthiness of the helicopter and nothing seemed to be wrong. The pilot always did a preflight inspection after the helicopter was unloaded from the trailer.

Mr. Bousquet was hired 2 months prior and worked with the pilot a lot. He knew the pilot for a long time before this accident.

This is the end of the conversation.

Joshua Lindberg
National Transportation Safety Board
Air Safety Investigator