

ERA22FA279

## **OPERATIONAL FACTORS**

Group Chair's Factual Report - Attachment 2

Witness Statements

November 1, 2022



## RECORD OF CONVERSATION

Operator Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 23, 2022  
Person Contacted: Mike Holbrook, MARPAT Aviation  
Contact # [REDACTED]  
NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. Mike Holbrook was interviewed in person at the MARPAT office at Logan County Airport on June 23, 2022. He provided a phone contact of [REDACTED] and email addresses of [REDACTED] and [REDACTED]. Present at the interview were FAA Inspector Jeffrey Burch and West Virginia State Police Trooper Zachary Holden.

At the beginning of the interview, he was informed that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual.

Mr. Holbrook stated that Mr. Nagle was flying in the left seat as the safety pilot and Mr. Sandhoff was flying in the right seat. He explained that it was the last flight of the day and it was a few pilots flying, the wife of one of the pilots (who was not flying), and two people who had arrived on motorcycles and asked if they could ride.

He stated that they were not on the route they typically flew and indicated to two marked route maps on the office wall. He stated that "where they were flying is not on either on those." He stated that they had taken off about 1630 and that 9-1-1- received a phone call at 1649 indicating that the helicopter had crashed.

He explained that the flights were a part of a veteran reunion that MARPAT had organized for the past 7 years. He stated that both Mr. Sandhoff and Mr. Nagle volunteered their time and were part of a group of about 8 safety pilots who volunteer their time for this event.

I inquired as to whether he knew that the ADS-B which was part of a position light/transponder was not transmitting, and he responded that ADS-B is only on when the position lights are on and that since they were operating during daylight hours, they didn't need to turn the position lights on.

He stated that it was apparent that "they had a wire strike" and they were flying in an area where they did not typically fly.

I inquired about seat restraints and Mr. Holbrook explained that people were helping to buckle in the passengers and that all seats except for the pilot seats had lap belts only, and the pilot seats had lap belts and should harnesses.

He stated that there were no radio communications from the helicopter.

The digest was e-mailed to him for review on June 25, 2022. He replied on June 26, 2022, at 1258 EDT with the following message: "This, to the best of my recollection, seems accurate." The final digest was e-mailed to him on June 26, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 24 and 25, 2022  
Person Contacted: Tiffanie Adkins, Witness  
Contact # [REDACTED]  
NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of conversations that occurred with the individual named above:

Mrs. Tiffanie Adkins wrote into the NTSB witness email account. I responded via email and called her at [REDACTED]. She provided an email address of [REDACTED].

Mrs. Adkins stated that her daughters were passengers on the helicopter on the day of the accident flight. They rode with her mother, Loretta Damron. One of her daughters believed that she saw 7 people getting on the accident flight and she had wanted to ride again. She stated that when her daughter got off the helicopter after their second flight, she stated that she smelled burning rubber and it made her feel sick.

She stated that her husband, Joshua, works with someone who was there and has a video of the flight. His name is Charles Adkins. She estimated that her daughters got off the helicopter about 4:30 and that they had taken a total of 2 rides. Her daughter had been somewhat scared and had been trying to videotape the flight, but the phone was shaking so much that it almost fell out of her hand. She stated that the "doors were off."

She stated that the first time they went up, the ride was cut short because an elderly man fainted and they dropped him off. Her older daughter stated that she wore ear protection but she could hear the pilots laughing and talking as they "did dips and such." Her daughter stated that she "saw the fuel guy fill it up" and smelled burnt rubber.

She stated that her daughters tightened their seat belts and that there were no doors on the helicopter, and they were provided no safety instructions. They were told to have fun. She stated that her mother (the kids' grandmother) had paid for their flight (made a donation in the can.) She added that someone told her that people were paying to fly the helicopter and she had no idea that not all of them were pilots.

She added that their flight went over Mudfork, WV, which surprised her.

The digest was e-mailed to her for review on June 26, 2022. She replied on June 26, 2022, at 1457 EDT indicating that the narrative was correct. The final digest was e-mailed to her on June 26, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 24 and 25, 2022

Person Contacted: Bill O'Connor, Witness and husband of accident victim

Contact # [REDACTED]

NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of conversations that occurred with the individual named above:

Mr. Bill O'Connor was interviewed by phone. He was called at [REDACTED]. He provided an email address of [REDACTED]

Mr. O'Connor stated that he donated to this event each year, and this year he had donated \$1,000 and asked his adult son, Michael, if he wanted to fly the helicopter. Michael got off the helicopter just before the accident flight, and his wife Carolyn remained and was on the accident flight. He provided his son's contact information.

I inquired as to who was flying the helicopter during the accident flight, and he stated that Don Sandoff should have been flying because he was in the right seat. He stated that pilots signed up for slots to fly in the right seat, and they pay for that opportunity to offset the fuel cost. He explained that the IP (Instructor Pilot) sat in the left seat for the flights.

He stated that the helicopter rides were 20-30 minutes, and it was shortly after 5 pm when they realized that the accident flight was overdue. Then they learned about the accident.

He clarified that he is not a pilot although he had flown on it in prior years and had flown on it earlier that day. His wife Carolyn had flown the flight before the accident flight and was getting off the helicopter but "she really enjoyed flying with Don and he encouraged her to fly again." She was seated in the jumpseat between and just behind the two pilots. I explained that I was told that he was one of the pilots, and that I stated this to the media (that the wife of one of the pilots was on the accident flight) and he explained that Mike Holbrook likely thought he was a pilot, and usually the pilots pay, but he was not.

The digest was e-mailed to him for review on June 25, 2022. He replied on June 25, 2022, at 1724 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on June 26, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 24, 2022

Person Contacted: Chris Powers, Logan County Airport Fueler

Contact # [REDACTED]

NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. Powers was interviewed in person on June 24, 2022, at the Logan County Airport, Logan, West Virginia. He provided a phone number of [REDACTED] and an email address of [REDACTED]

Mr. Powers was responsible for fueling the accident helicopter, N98F. He provided a complete fueling log for June 21 and June 22, 2022, and stated that no other purchasers of the Jet-A fuel reported any fuel issues. Per NTSB request, he retained a fuel sample for us. He stated that out of an abundance of caution, they stopped selling the fuel until we arrived on scene.

I inquired as to why the fueling receipts for N98F stated "test card" rather than the other purchases which showed a credit card number. He explained that they have two "test cards" that they can use to over-ride the payment function, yet the purchase is still tracked (i.e. no payment is taken at the time of the fueling). He stated that he saves the receipts and gives them to Mike Holbrook of MARPAT Aviation each day as "day 1," "day 2," etc. and that Mr. Holbrook then writes them a check. He stated that Mr. Holbrook had already written them a check and that it was probably still there in the building if I wanted to see it. He said that this event was planned as a Monday-Sunday event, and that Mr. Holbrook brought over a check on June 23, 2022.

The digest was e-mailed to him for review on June 26, 2022. No response was received. The final digest was emailed to him on July 8, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 25, 2022  
Person Contacted: Loretta Damron, witness  
Contact # [REDACTED]  
NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mrs. Damron was called at [REDACTED] and [REDACTED] and messages were left. She returned my call at 1649 EDT on June 25, 2022. She provided an email address of [REDACTED]

Mrs. Damron stated that she went to spend quality time with her granddaughters, and it has ended up a tragedy. She stated that she and her two granddaughters flew the helicopter twice. The first time they flew, when they took off her phone flew out of her hand and she almost fell out of the helicopter and her 12-year old granddaughter grabbed her arm. She stated that her seatbelt had been loose around on her lap.

I inquired as to who was flying the helicopter and she stated that both pilots had their hands on the control sticks from what she could see. She stated that some people on a flight before theirs had landed at the Kelly Mine and fiddled with some items on the dash and thought it was part of the ride, and she had told them that it was not part of her ride.

She stated that she found both flights rather terrifying, and that someone told her after the flights that people were paying to fly the helicopter, and "that person flying the helicopter is not a pilot." She said that she didn't believe it until she looked at the website and discovered that anyone at all could pay \$250 and fly the helicopter. She said that's probably why her first flight was so bumpy, and that they had 2 pilots on their second flight. I asked how she knew that she had 2 pilots on her second flight, and she stated that "they wore green jumpsuits. Pilots were the jumpsuits." I inquired if she was told that the helicopter had an Experimental Certificate and if they were given safety briefings, and she responded no.

She stated that she has not been sleeping since the day of the accident flights. It could have been them.

The digest was e-mailed to her for review on June 28, 2022. No response was received. The final digest was e-mailed to her on July 8, 2022.





## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 27, 2022

Person Contacted: Michael Daughtry, witness

Contact # [REDACTED]

NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. Daughtry was interviewed via telephone on June 27, 2022. He provided a phone number of [REDACTED] and an email address of [REDACTED]. The telephone call began at 0900 and ended at 0936 EDT. Present at the interview was NTSB Investigator Heidi Kemner.

He stated that he was the scheduling manager for the Huey Reunion. He was the one who assigned John Nagle in the left seat and Don Sandoff in the right seat to be the pilots for the last 30 minutes flight, the accident flight. And when their time came, they went and flew. He did not recall who was in the back of the helicopter. They were finishing up that day when the accident flight departed. Then, all the phone calls started coming in and everyone started running around. "That's all I know."

I asked if anyone reported any issues with the helicopter and Mr. Daughtry responded that there were no issues at all.

I asked if any prior pilot reported landing at Kelly mine on a prior flight and Mr. Daughtry responded that the directions to each safety pilot was that they were not to land anywhere off the airfield at all. I asked if anyone made Mr. Daughtry aware that the prior flight landed at the Kelly mine, and he responded that this was the first time he had heard of it.

I asked if he knew if the flight prior to the accident flight had the same crew as the accident flight and Mr. Daughtry responded that it was not the same crew. He knew John was in the left seat but he could not recall who was in the right seat. He said that he would get that information to the NTSB. Then, Mr. Daughtry stated that those flight records are not kept in hard copy. The accident flight was an odd flight. "We had a schedule that we use, and we have the list of the right seat pilots that fly throughout the day. It's scheduled through 1600." Then, someone else wanted to fly so that was added at the end of the day. It was a write in. They have a whiteboard that they use throughout the day, and that information was on the whiteboard, which has been erased by now. He stated that would try to figure out who was on the flight before the accident flight.

Mr. Daughtry further stated that he flew the helicopter from about 1415 to about 1545 and the aircraft was in perfect working order. I asked about if there were any vibrations or anything with the helicopter and he stated that there were none at all.

Mr. Daughtry stated that he was an ex-Army aviator with about 3,000 hours in a Huey. He also was a maintenance assistant for a while. If he thought there was anything wrong with that aircraft, "we would not have released it again." He also wanted to state that this was not a tourist event. "We were supporting veterans and veterans families and aviation and helicopter enthusiasts."

I asked how many people sign up to participate in this event and Mr. Daughtry responded that they had about 60 names for people to be in the right seat.

I asked if Mr. Daughtry would have expected Don to be flying the helicopter as John served as safety pilot and he responded that the rules were that all pick ups and set downs on a hard surface were to be done by the left seat safety pilots. There were no off airport landings allowed. Period. Depending on the safety pilot's comfort level, the right seat person was allowed to manipulate the controls.

I asked given that there was a safety briefing prior to the event, would Mr. Daughtry be willing to write down a few things covered in the safety briefings before the event. He further stated that there were two safety briefings, one on June 19<sup>th</sup> and one Monday morning, June 20<sup>th</sup>. The reason for that was because Robert Curtis got there later on Sunday, so they did a briefing on Monday morning before they started operations that day.

I asked if it was discussed between the safety pilots if there was an emergency, who would take over the control of the helicopter. Mr. Daughtry stated that it was not discussed. It was assumed that the safety pilot, left seat pilot, would take over the controls. The words did not come out of our mouths, but all the safety pilots knew they were responsible. It was assumed that they were PIC at all times. They were in charge.

When asked about how often the left seat pilots would switch out flying the helicopter, Mr. Daughtry stated that they would fly between one and one and a half hours at time.

I asked if Mr. Daughtry was aware of any flight that flew of Mud Fork, WV and he responded that he was not familiar with the local area, so he did not know enough to know where Mud Fork was located.

I asked who kept track of all the pilot's certificates, currency, and pilot medicals for the left seat pilots. Mr. Daughtry stated that he had photo records of everyone's medical and his last biennial. He did not have a copy of Ryan Craddock's because he was local and all the other pilots come in from out of town. Mr. Daughtry said he would forward that information to the NTSB.

Ms. Heidi Kemner asked about if they had any Operations Specifications that they pilots followed since he mentioned they were directed not to land anywhere other than the airport. Mr. Daughtry stated that they did not have any Operations Specifications or Standard Operating Procedures, nothing was written.

I asked who took the payments from the people in the right seat and Mr. Daughtry stated that they paid Mr. Mike Holbrook. Ms. Heidi Kemner asked if they wrote a check who the person would write the check to and he stated that it was either Mr. Holbrook or MARPAT Aviation, he was not sure.

Mr. Heidi Kemner asked how the pilots would convey a discrepancy of the helicopter and Mr. Daughtry responded that they would convey it to Mike Holbrook and he would take care of it. No matter how small it was, he would work on it. The pilots would not go without telling Mike something if something was wrong.

Ms. Heidi Kemner asked about how long the helicopter was operated each day of the Huey Reunion and Mr. Daughtry responded that it would go from 0800 to about 1700. He noted that there was more than one pilot flying at that time, but the helicopter operated that long without shutting down. He stated they did that for a few reasons, one of which was to keep fuel prices down. For this event, there were about 60 pilots scheduled to fly in the right seat but many cancelled because they came down with COVID or other issues.

Ms. Heidi Kemner asked why the flight was in the area of the accident because that was the route they were supposed to fly on the map. Mr. Daughtry responded that he had no idea why they would be over there, and hearing that there might have been a primary event that caused them to have a wire strike, with the fact that they were not in the normal area, makes sense if they had an emergency. In the conversation they had in the safety brief, they talked about how “if you haven’t been there don’t go there” because they reconned for wires on the route. Everyone knew where the wires were on the route and it’s distressing to see that they were outside the normal operating area. There was nothing that prevented the pilots from going outside of the normal area, but they should not be down below the highest obstacles if they had not reconned over there.

The digest was e-mailed to him for review on June 26, 2022. No response was received. The final digest was e-mailed to him on July 8, 2022. He responded on July 8, 2022 with an e-mail stating, “That looks good.”



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 28, 2022  
Person Contacted: Michael O'Connor, witness  
Contact [REDACTED]  
NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. Michael O'Connor was contacted on June 24 and 28, 2022, at [REDACTED]. He provided an email address of [REDACTED].

Mr. O'Connor stated that he had flown on the helicopter several times, and that he would forward videos of the flights from both him as his father, Bill O'Connor. He stated that he flew the last three flights before the accident flight and that because they had a line of people wanting to ride in the helicopter, instead of giving 30-minute rides, they gave a 15-minute ride then two 7.5-minute rides. He began to feel queasy so he did not fly the accident flight. He stated that he flew from the front right seat, his father had made a donation, and John Nagle was flying as the safety pilot in the left seat. He stated that Mr. Nagle allowed him to take one of the sticks (cyclic) during the flight.

He stated that nothing unusual caught his attention and that the day of the accident, they made no landings anywhere else but at the Logan County Airport on the flights he was on.

The digest was e-mailed to him for review on June 28, 2022. He replied on June 28, 2022, at 0938 EDT with comments that were incorporated into the narrative, and again on June 28 with one additional edit. The corrected digest was e-mailed to him on July 8, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 26, 2022

Person Contacted: Sturgill McCoy, witness

Contact # [REDACTED]

NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. McCoy called after Mrs. Loretta Damron called him to ask that he call me to discuss the landing at the Kelly Mine on his helicopter flight during the Huey Reunion. Mr. McCoy called on June 26 from [REDACTED]. He provided an email address of [REDACTED].

Mr. McCoy stated that his helicopter ride landed about 4 pm, and that he believed it was the second flight before the accident flight. He stated that Loretta and her granddaughters got onto the helicopter when he got off. He stated that they landed at the Kelly Mine; however, there were no lights or indications indicating that anything was wrong when they landed, and that he would send me the video he took. He assumed it was part of the ride. He did not see or hear anything unusual. When they returned to the airport, he was allowed to hover to the left and the right across the runway for about 5 minutes before they landed.

The digest was e-mailed to him for review on June 28, 2022. He replied on June 30, 2022, stating that "This statement is about as correct to my knowledge as I remember to our flight." The final digest was e-mailed to him on July 8, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 24, 2022  
Person Contacted: Dennis O'Keefe, Witness  
Contact # [REDACTED]  
NTSB Accident Number: ERA22FA279

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. O'Keefe was called at [REDACTED] and provided an email address of [REDACTED]

Mr. O'Keefe stated that he had flown home to Tampa, Florida. He said that he had been participating with the Helicopter Pilot's Reunion as a volunteer. His position was to manage the loading of passengers onto the helicopter. He stated that John Nagle was flying in the left seat and Don Sandoff would have been flying since he was in the right seat. He explained that people paid \$450 to fly for 30 minutes in the right seat of the helicopter, and he clarified that Mr. Nagle was considered the safety pilot, and he was not paying to fly. I asked who collected that money for the people who wanted to fly the helicopter and he stated that people paid the MARPAT organization, and that he was a volunteer.

He explained that they used a hangar at the airport as a staging area. It was near the landing zone. There was a table in the hangar where people could pay to fly the helicopter. He explained that passengers came by that table but there was no fee for flying as a passenger, just a donation request.

He stated that he and his son had typed notes that he would forward to me.

The digest was e-mailed to him for review on June 26, 2022. He replied on June 26, 2022, at 1735 EDT with the statement: "The Record of Conversation that you sent me today is accurate. I agree with all that is stated in the document." The final digest was e-mailed to him on June 27, 2022.



## RECORD OF CONVERSATION

Witness Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: June 24, 2022

Person Contacted: Ryan Craddock, witness

Contact # [REDACTED]

NTSB Accident Number: ERA22FA279

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### Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Craddock was interviewed in person on June 24, 2022, at the Logan County Airport, Logan, West Virginia. He provided a phone number of [REDACTED] and an email address of [REDACTED]. Present at the interview were NTSB Investigator Heidi Kemner, FAA Party Coordinator Todd Gentry, and Mike Holbrook of MARPAT Aviation.

Mr. Craddock was asked to explain the operations on the day of the accident and he reported that one gentleman would load people, he would jump in and make sure they were positioned, seatbelt them in, and tighten it down. The accident occurred on the last trip of the day. He remembered the 4 people he put in the back of the helicopter and the seat he placed each person in. Also, he remembered the flight that was two or three flights before the accident flight, because his kids were on the flight.

I inquired as to how many flights occurred each day and he responded that "he didn't know." The safety pilots generally started the helicopter around 8:00 AM and the pilots would go out to fly. Then, they would begin loading people and strapping them in. Usually, more people came later in the day. He reported that the doors of the helicopter were open and slid/pinned back. The back doors were but the two pilot doors remained in place.

I inquired about how he knew which person would be in the right seat next and he stated that they had "a bit of a roster." It was more first come first served for people signing up, but there was a roster. Furthermore, he stated that "we always have the safety pilot in the left seat. He's always the PIC." That was because it's easier for passengers to get into the helicopter on the right side without bumping the collective. The roster of "pilots" are in the right seat and the safety pilots are always in the left seat. The one in the left seat operates the helicopter, not the one in the right seat. The left seat is always in command of the aircraft. The roster "pilots" can "try to fly for a little bit. It's up to the safety pilot to let the person in the right seat fly the aircraft."

Mr. Craddock stated that he flew on the flight before the accident flight. He stated that the left seat is always the pilot in command (PIC) on their flights. He said, “as far as we know it is up to the PIC to let others fly, and it’s first come, first serve.”

He stated that they have 6 safety pilots that volunteer to fly this event and act as PIC: Ryan Craddock, John Nagle, Kevin Warren, Johnny English, Mike Dougherty, and Robert Curtis. He stated that Mike Dougherty ensured that the PICs were current. He stated that he flew the morning of the accident, making two trips, for about an hour that day. Then, Kevin took over for him as pilot in command. He went from being in the cockpit in the morning and then was on the ground all day. He reported that there was nothing that was not normal. If there was, then “we would have downed it for maintenance.” He also stated that no one returned from a flight and mentioned anything about issues with the helicopter. There was nothing mentioned about maintenance issues, “not so much as having a headphone issue or anything.”

Mr. Craddock was trying to figure out why they were over where the accident site is located. He was loading people all day into the helicopter. He was just trying to help out the operation.

I inquired as to flight logs of who flies on what days, and he stated that they did not keep any flight logs. Specifically, I inquired about who flew the helicopter on May 25, 2022, because that was the last time ADS-B data was received from the helicopter. Mr. Craddock responded that it was him who flew that day because they flew the helicopter up to an event called “Run for the Wall.” When asked about why he did not turn on the position lights to activate the ADS-B transponder, he stated that they “never turned the ADS-B on, we’re not in busy airspace.” Then, Todd Gentry explained that when ADS-B is installed, it must be turned on no matter the airspace. Mr. Craddock responded that it was his understanding that it only needed to be turned on in controlled airspace.

I inquired about the training the safety pilots receive for this event and Mr. Craddock responded that he had flown with John Nagle on Sunday morning. He lives locally and flies that helicopter all the time. He stated that John had been flying Hueys longer than he had and that the morning of the accident they just went flying to “beat the rust off.” Mr. Craddock was just helping them get current and that those pilots flew the Huey before. All the pilots had been with the operating at least 4-5 years. They were the same pilots coming back to help the operation.

Mr. Mike Holbrook stated that he was the agent of service for the helicopter. The helicopter is in his care and control. The accident flight was operated under a Part 91 flight and MARPAT has a part 145 certificate. On that Part 145 certificate, the Huey was on the capabilities list. Furthermore, he stated that the helicopter has flown about 14 hours since the last annual inspection. When asked about how much fuel the helicopter burns, he stated it burned about 100 gallons of fuel per hour. When asked if there were any radio calls he could hear from the accident helicopter when he was sitting in the MARPAT office, Mr. Holbrook stated that he heard them call when they picked up from the fuel tanks [after refueling] and departed to the east. That’s the only call he heard from the accident flight. He stated he usually monitored the local frequency during the flights.

When asked about who verifies that the pilot in the left seat is current and qualified, Mr. Holbrook stated that Michael Daughtry ensures the safety pilot’s current/medical standards.

When Mr. Craddock was asked about the helicopter cycles and how long flights last, he stated that they hot fuel the aircraft. They don’t turn the engine off. Then, when they were loading people, a guy would come out, the pilot idles the engine, he would load them into the helicopter and when everything was clear, the loader would give the pilot a thumbs up. Then, the pilot would power up and go.

Mr. Craddock flew with John Nagle the day before the accident. They went out to fly for about 30 minutes to “knock the rust off.” Mr. Craddock stated the John did “really well.” Mr. Nagle was a computer programmer and he flew the R22 prior to coming up to Logan Airport. Also, Mr. Nagle was a gyroplane pilot. Mr. Craddock and



Mr. Nagle did three takeoffs and landings, they did some pedal turns, and a few more approaches. When asked if the pilots practiced autorotations, Mr. Holbrook interjected that they did practice autorotations.

He stated that they generally have about 2,500 people in any given week attending the reunion, and that they have safety pilots and volunteers from all over the country.

The digest was e-mailed to him for review on June 26, 2022. He replied on June 28, 2022, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on July 8, 2022.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Re: ERA22FA279 Record of Conversation and Follow-Up Questions  
**Date:** Monday, June 27, 2022 11:49:25 AM

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[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

1. No SOP's
2. Safety, wires, look out for each other, no off airport landings.
3. Not really flight checks, just the pilots getting their 3 takeoffs and landings and getting familiar with the Huey, once more. They flew with each other on Sunday the 19th.
4. No flight log. The pilots would report any discrepancies directly to me. None were ever reported.
5. That sheet, unfortunately, was kept in the aircraft. It was filled out by me, after each event. I had not filled it out since the flight to Nitro for the Run For the Wall Event. The times SMOH on the engine is reflected in the WO for the annual inspection. I'm thinking about 14 hours need to be added to the times, since annual. We only kept one sheet with the cycle count and times, and it was carried in the aircraft.

-----Original Message-----

From: Spencer Lynn [REDACTED] >

Sent: Sun, Jun 26, 2022 1:54 pm

Subject: ERA22FA279 Record of Conversation and Follow-Up Questions

Thank you very much, Mr. Holbrook. Here is the final record of our conversation, as well as another copy of the 6120 as I have not yet received confirmation that you received it.

I have a few questions for you:

1. Do you have any SOP's for this operation? If so, would you send them to me please?
2. What items were discussed in the post flight check for the safety pilots on June 19, 2022?
3. What did the safety pilots flight checks consist of and who performed these checks? When did the checks take place?
4. Is there a pilot flight log that the pilots fill out after each flight, and where do the pilot's note any discrepancies after any flight?
5. We do not see records of compliance with engine AD 2006-01-05, which includes the requirement to keep track of time and cycles. Do you have any records associated with this AD, or records to keep track of time and cycles for the engine?

Thank you very much for clarifying these items.

Regards,

Lynn Spencer  
Air Safety Investigator  
National Transportation Safety Board  
[REDACTED]

Ashburn, VA 20147

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Sunday, June 26, 2022 12:58 PM  
**To:** Spencer Lynn [REDACTED]  
**Subject:** Re: ERA22FA279 Record of Conversation for Review

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

This, to the best of my recollection, seems accurate.

-----Original Message-----

**From:** Spencer Lynn [REDACTED]  
[REDACTED]  
**Sent:** Sat, Jun 25, 2022 4:27 pm  
**Subject:** ERA22FA279 Record of Conversation for Review

Good afternoon, Mr. Holbrook,

is the Record of Conversation that I promised. Please review it and make any edits or corrections to ensure its accuracy, then return it to me at your earliest convenience.

If it looks accurate as written, please let me know. If I don't hear back, I will assume that you had no changes.

Thank you again for your time.

Regards,

Lynn Spencer  
Air Safety Investigator  
National Transportation Safety Board  
[REDACTED]  
Ashburn, VA 20147

[REDACTED]  
[REDACTED]

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