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Date: 10/10/2023

Subject: ERA24FA003

Contact: Kurt West (President, Dir. Operations (DO) JBI Helicopters)

The individual noted above provided the following information during an interview at JBI Helicopters Headquarters. Additional staff of JBI Helicopters were present during the interview. The below contents are a summary of what was reported:

On Friday, October 6, 2023, the accident helicopter, and accident pilot were conducting visual powerline patrol operations. During the afternoon, weather prevented the pilot from returning to their base in Pembroke, NH (NH33). The pilot decided to land at a private residence, owned by a co-owner of JBI Helicopters. The residence has a large open field and company pilots were aware of the option to land at the residence, as needed. A company vehicle was sent to the private residence Friday afternoon and the helicopter remained at the private residence until the accident flight commenced Sunday evening.

On Sunday, October 8, 2023, the DO reported that the pilot was off for the majority of the day. About 1700, he briefly spoke to the accident pilot about the mission that was to take place the next day at KOQU. There were no concerns brought up about the weather and it was a routine call discussing the details of the photography flight that was to commence the next day. The photo flight was to be a one day job, and the pilot on Monday October 9, 2023, was planned to return to NH33. The accident flight was a Part 91 positioning flight.

At 1922, the DO observed with SKYTRAC that battery power had been turned on to the accident airplane. He receives an alert via software, anytime a company aircraft is powered on. A short time later, sometime prior to or around 1940, the DO noticed that SKYTRAC and flight track websites stopped displaying the helicopter. He

immediately began searching for the helicopter by calling the accident pilot and additional personnel in the area. The pilot did not answer, and the helicopter was not on the ground at the departure point. The DO subsequently drove to the accident area and initiated a search for the helicopter. He also notified local authorities of a possible downed helicopter. The DO subsequently located the helicopter about 0200 the following day.

The DO reported that an estimated 72-73 gallons of fuel was onboard for takeoff. According to a fuel receipt, 65 gallons of fuel was added to the helicopter in Keene, NH, on Friday which was presumed to be a top off to 147 gallons on board. It is their normal company practice to top off the tanks when mission requirements do not interfere with the helicopter weight and balance. The helicopter subsequently flew 2.9 hours, resulting in the estimated 72-73 gallons onboard. According to the DO, a fuel stop would have been required on the way to OQU. The intermediate stop was not known.

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