



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person Contacted: Angelo Novelle, RLC Frontline Pilot, [REDACTED]
NTSB Accident Number: CEN22FA100
Date: February 14, 2022

Narrative:

During a telephone conversation, Angelo Novelle stated that on January 14, 2022, there was nothing out of the ordinary with Dylan Horn during the morning briefing. Mr. Horn was a very positive person. He did not think there was anything wrong with Mr. Horn medically or emotionally on January 14, 2022. Mr. Horn did not complain about being sick. Mr. Horn arrived sometime after 0500, and the meeting started about 0530. The meeting was held in a conference room where they briefed weather, NOTAMs, and any concerns. Mr. Novelle did not recall if Mr. Horn was sitting or standing during the meeting. This was Mr. Horn's second day at the base, and Mr. Novelle "specifically" asked him if he had any concerns since he was one of the new pilots; Mr. Horn had no questions or concerns. Mr. Novelle said that Mr. Horn was very coherent, his speech was not slurred, he was energetic, he was happy, and his physical movements were good. The meeting lasted about 10 minutes. Mr. Novelle said that the pilot's do not take off before sunrise. Pilot's typically take about 20 minutes for preflighting a helicopter and may call customers prior to a flight, but there may not be a need for such a call.

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Person Contacted: Daniel Gaspard; Passenger on N167RL
NTSB Accident Number: CEN22FA100
Date: January 20, 2022

Narrative:

During a telephone conversation, Daniel Gaspard stated that he was the last passenger before the accident of N167RL on January 14, 2022. He said that he departed Patterson, Louisiana, and flew to MC194. He never met the pilot before. He said he talked to the pilot during the flight and had a "normal casual conversation" about things unrelated to the aircraft. He said the pilot did not seem "alarmed about anything on the aircraft." They talked about cars, "mostly," and he told the pilot that he bought a new hybrid car. They flew over Grand Isle, Louisiana. The pilot "seemed perfectly fine," and the pilot did not say that he was tired or sick. Mr. Gaspard did not know Dana Burt.

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Person Contacted: Jake Inman; Previous RLC Pilot of N167RL, [REDACTED]
NTSB Accident Number: CEN22FA100
Date: January 17, 2022

Narrative:

During a telephone conversation, Jake Inman stated there were no mechanical issues with N167RL when he last flew the helicopter, which was January 12, 2022. His last flight in N167RL had a flight time of about 4.5 hours in duration.

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Person Contacted: Kalen Meriwether, RLC Pilot, [REDACTED]
NTSB Accident Number: CEN22FA100
Date: February 14, 2022

Narrative:

During a telephone conversation, Kalen Meriwether said he texted with Dylan Horn on his drive into Louisiana, and Dylan was “pretty stoked.” Mr. Meriwether was going to meet him and have dinner together.

Mr. Meriwether said he talked to Mr. Horn on January 13, 2022, and he was “super happy, go lucky.” Mr. Horn asked Mr. Meriwether a couple of questions about the Bell 407.

Mr. Meriwether talked to Mr. Horn on January 14, 2022, on the helicopter radio for about 1-1 ½ before the accident and said Mr. Horn was “wide awake” and “happy go lucky.” Mr. Meriwether did not see Mr. Horn in person. Mr. Meriwether talked on the phone with Mr. Horn during his into Louisiana.

Mr. Meriwether met Dylan in 2017, when Mr. Meriwether went to Prescott, Arizona, to finish his flight instructor certificate. Mr. Horn was a flight instructor in Prescott, Arizona. Mr. Meriwether said Mr. Horn did not complain of any illnesses, and Mr. Horn was in the healthiest condition since he had known him. Mr. Horn lost weight, was eating right, and was exercising, and was doing everything to better himself. Mr. Meriwether thought that Mr. Horn wanted to lose weight to make himself more marketable in flying helicopters.

Mr. Horn never used drugs. Mr. Horn’s alcohol consumption was “recreational at best.” Mr. Horn “didn’t really party” and may drink a couple of beers or have a wine, but he really didn’t drink much and would not drink while working. Mr. Meriwether said that Mr. Horn would go to sleep about 2000 - 2100. Mr. Meriwether said Mr. Horn was “well rested,” and in talking to him, he could tell Mr. Horn was “well rested and alert.”

Mr. Meriwether said that Mr. Horn stayed at a hotel that RLC provides for pilot's based at Patterson. He did not know what Mr. Horn would typically eat and drink for breakfast. Mr. Meriwether did not know anybody that saw Mr. Horn after his flight on January 13, 2022. The last time Mr. Meriwether talked to Mr. Horn was when they were completing their flights on January 14, 2022. Mr. Meriwether did not talk or text with Mr. Horn afterwards.

Mr. Meriwether said that on January 14, 2022, they were airborne about 0730 – 0800, and Mr. Horn was headed east, toward Venice. They talked about what they were going to do, talked “pleasantries,” and joked. Mr. Horn was “super happy,” which Mr. Meriwether heard in his voice and Mr. Horn was happy to be flying a Bell 407. Mr. Horn was “very awake” and “very alert.” The last transmission he heard from Mr. Horn was about 0830-0900. He said they talked about their day and the directions that they were flying, laughing, and joking. The only person that would have known what he did was his girlfriend, Skylar Kramer.

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Aviation Accident Investigator, NTSB IIC
Central Region

Person Contacted: Skyler Kramer; [REDACTED]
NTSB Accident Number: CEN22FA100
Date: February 11, 2022

Narrative:

Skyler Kramer stated during a telephone conversation that Dylan Horn had an apartment in Destin, Florida, which was about a 5-hour drive to a Rotorcraft Leasing Company (RLC) base, depending on the RLC base he was to be at. She said he began his drive for work at RLC on Wednesday, January 12, 2022, about 1200 or 1300. She said he was “so pumped” to go back to work and in the two weeks he was off they celebrated his birthday, which was December 27, on the night he got back, which was December 30. They had a “very relaxing two weeks”, and he was not working during that period. They celebrated Christmas and New Year’s. He was “really stoked” to fly the Bell 407 and was promoted from the Bell 206. On Wednesday, they slept in until 0930 am, walked the dogs, had breakfast, had coffee, sat on the couch, and it was a “very slow” morning. He was already packed up the night before for his trip to Louisiana. The very last thing he did on Wednesday was they locked up the apartment and got in their cars, but she went back to get left over dinner that would have gone bad after two weeks. He texted her to leave the apartment door open because he wanted to get a binder, which was another copy of the Bell 407 training manual. He wanted another copy of the training manual so he could study it while he was flying, which he often did in his spare time. She said he did not say he was tired, and she thought he was “well rested” and “very excited” to start work on Thursday morning; he went to bed at a “reasonable time,” because he had to get up at 0430, and he probably went to bed 2000 or 2100. RLC provided pilot housing and believes that he was at a hotel. She said most mornings, he was up at 0430, and he had to be at work at 0530 or 0600. She said that he went to bed at 2200 on Wednesday, and she had a text at 2200 from him saying, hi, I have to go to sleep soon, I have to get up at 0420, which is not cool at all. They spoke on the phone for few minutes to say good night. She said on Thursday, January 13, 2022, he texted her at 0454, but did not know when he went to sleep, and she talked to him on the phone in the evening. She estimated that she talked to him on Thursday about 2100, and the last text she received from him on

Thursday was at 2115. She did not receive a text from him Friday morning, January 14, 2022. On Friday, she sent him a text and she received a snap chat from him of the sunrise and said that he was back in Venice, Louisiana “LOL.”

When asked by the IIC if he complained about any illnesses after he arrived Wednesday in Louisiana, she said no. She said she has known him since July 2020. She said he never complained about any chronic illnesses, and he did not have so much as a cold since she had known him. She said she had COVID, and he never got COVID. He never got sick and never missed a day of work due to illness. She said the only thing he complained about was his tinnitus, which was from working on tanks while he was in the army. She said the tinnitus would affect his sleep because he would hear it in his sleep when it was silent. He was very healthy and in the best shape of his life in the last year; he started yoga, eating healthy, and losing weight. She said that he slept with a fountain to drown out the noise from tinnitus and he never said he was up all night from tinnitus and never complained that he was tired when he had to go to work. She said he had a COVID vaccine and was required by RLC before he started training at RLC. She said RLC had a record of his vaccine records because he had to provide them with a vaccine card. She said his first COVID vaccine dose was Pfizer prior to training at RLC in October 2021. She did not believe he received his second COVID vaccine dose. She said his COVID vaccine reaction was “nothing notable” and that he chose the Pfizer vaccine because his friend received the “other one” and suffered a heart attack and had complications from the other COVID vaccine. She said, “he never in his life touched drugs,” never smoked, and “barely touched alcohol.” She said he would take Zyrtec when he was around his dogs. She said that since she had first met him, she did not know of him ever losing consciousness/passing out. She said he was healthy and “with it” and “there is no way” that he could have passed out or fainted. She said he talked to his friend over the radio on Friday, and it was a friend at RLC, who was Kalen, who works for RLC; Dylan told him that he (Mr. Horn) was “babying it” and was “grateful” for a beautiful day. She said his weight about 190 lbs. She said a few months ago, he went to see an Army doctor for disability for tinnitus and the doctor was in Florida. She did not know the doctor’s name. She said he some seasonal allergies. He never complained of pain or discomfort. In the three days before the accident, he was sleeping a minimum of eight hours. He very rarely drank alcohol and had a couple of drinks on New Year’s Eve. She never spoke to him on the phone Friday.

She said he was very happy with RLC and was “very impressed” with their safety, training, and maintenance.

Taken by:

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Person Contacted: Aaron Morgan; Witness, [REDACTED]
NTSB Accident Number: CEN22FA100
Date: January 16, 2022

Narrative:

During a telephone conversation, Aaron Morgan said he was fishing near the flood gate system near the accident site. His attention was first drawn to the helicopter due to its noise. He said the helicopter was "low" and then was "super low." He said the helicopter "looked like it plummeted." He saw black mud go up about 60 ft. during the impact with terrain. He said the helicopter "nose-dived." He did not see any objects come off the helicopter while it was airborne. He said he was fishing and was not looking if there were birds flying. He said the helicopter was westbound.

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Person Contacted: Jake Inman; Previous RLC Pilot of N167RL, [REDACTED]
NTSB Accident Number: CEN22FA100
Date: January 17, 2022

Narrative:

During a telephone conversation, Jake Inman stated there were no mechanical issues with N167RL when he last flew the helicopter, which was January 12, 2022. His last flight in N167RL had a flight time of about 4.5 hours in duration.

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