



## Memorandum for Record

**Fabian Salazar**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Investigator in Charge**

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**NTSB Accident Number: WPR19FA148**  
**Aircraft Registration & Make/Model: N744WT / Robinson R44 Helicopter**  
**Accident Location: Alpine, Utah**  
**Accident Date: May 17, 2019**

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Dillan K. Anderson  
Flight Instructor, Utah Helicopters  
November 4, 2020

In an interview with Mr. Anderson, he stated that he had provided flight instruction to the accident pilot about a year before the accident and they had become friends. He stated that he met the accident pilot when the pilot started taking flying lessons from Utah Helicopters. Mr. Anderson followed a syllabus from the company and stated that they went above the expected minimums for certification as a private helicopter pilot, because they wanted to make sure he was safe. He stated that they had done some IFR training, but the accident pilot was still getting comfortable in the helicopter. He did most of his training in the R22. He said the accident pilot leased the helicopter from Utah Helicopters. He said the accident pilot was a standard student who was average in some areas and above average in others.

Mr. Anderson was at the airport on the day of the accident and recalled a friend of the accident pilot asking for the accident pilot as he was expecting to meet him at the airport. He said that he later they learned there had been an accident.

He said that he flew him in basic instruments for less than 10 hours. He said with helicopters, we don't normally fly IFR. He focused his time on mountain flying, high altitude and hot environments, especially with Robinsons that were limited on power.

Mr. Anderson stated that Utah Helicopters is still in business, as far as he knew, and that he did not work there any longer.

He stated that the accident pilot started an oil fracking company and he and his wife worked out in Roosevelt, Utah. When asked about the accident pilot's IFR training he stated it was very little. He said the pilot just wanted to try it out, but he had just received his private certificate, and wanted to get comfortable in the R44. He said that he did a little "hood work", less than 5 hours.

When asked about VFR over-the-top operations, he said they may have gone over it during the private pilot ground training, but not during the flight training because the flight training was a private certificate and not instrument training. He stated that it was in the instrument pilot syllabus.

When asked about inadvertent IMC avoidance and recovery, he said that he was sure they touched on it as it was in the private pilot syllabus, and they followed the syllabus. He said that the accident pilot demonstrated an understanding of IMC avoidance and he was shocked when he had heard the pilot ended up above a weather system. He said that they had gone over VFR cloud clearance requirements on how close you can get to clouds and how you could not go into clouds without a clearance.

When asked about the accident pilot's familiarization with the route from Myton to U42, he said he thought the pilot may have flown it at least a half-dozen times, but he was flying as a private pilot, so he should have been fairly familiar. He said that he flew with the accident pilot to Myton once, when the accident pilot was doing his private training. He said he made sure the pilot tuned in weather information during cross country training and monitor everything to know what was going on. He said that he would have thought he'd done it because it was how he was trained. The pilot would change frequencies to tune in weather information enroute. He said that was how he was trained during the cross-country training. He said that on cross-country training flights they would tune in weather and listen, then tune in CTAF or control tower and listen to traffic calls.

When asked about unusual attitude training, he said that they may have done it a few times during the little IFR training, but they only did a few IFR training flights to see if he would like it. When asked if anyone else provided instruction to the accident pilot he said that Tyler Grant, Justin Stillwell, and Gary Hansen may have flown with him. He said that Gary was the owner of Utah Helicopters.

When asked about the accident pilot's health, he said that he was a fairly, healthy, fit, young guy, and he didn't think he would have had a drinking or drug problem. He had seen him drink for fun but didn't think he would have had a problem drinking. but never saw him take an illegal substance.



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**Shawna Zubiato**  
**Mother of the pilot**  
**January 27, 2021**

In a prior interview with the initial IIC, Mr. Jack Vanover, Mrs. Zubiato stated that she observed the helicopter depart at 0930. She received a text message at 1022 stating they were 22 minutes out. At 1025 she received a message stating the flight was smooth, and at 1027 she received a text video that was 19 seconds in duration, showing the helicopter operating above a cloud layer.

In a telephone interview with the replacement IIC, Mr. Fabian Salazar, Mrs. Zubiato stated that she was text messaging with the passenger, who was the wife of the pilot, throughout the flight, up until about the last ten minutes of the flight. She confirmed that the 19-second video was the last text that was sent by the passenger. Prior to the video, she received a photograph showing a partial image of the pilot, that revealed the helicopter was in an area that included clouds in the vicinity. The text included a statement that the weather was getting better. Mrs. Zubiato stated that it had been raining lightly when they departed their home in Ballard, Utah.

Mrs. Zubiato stated that they pilot was enroute to West Jordan to pick up a friend and the three were going to fly to Phoenix, Arizona.

She stated that the pilot kept the helicopter at his home in Myton, Utah.

The IIC asked about the pilot taking prescription medications and Mrs. Zubiato gave the name of a Dr. in Roosevelt, Utah.