

Liedler Courtney

From: bryant dussetschleger <[REDACTED]>
Sent: Friday, September 26, 2014 8:33 AM
To: Liedler Courtney
Subject: Fwd: accident at KBMT 9/15/2014

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From: "bryant dussetschleger" <[REDACTED]>
Date: Sep 16, 2014 7:24 PM
Subject: accident at KBMT 9/15/2014
To: <[REDACTED]@faa.gov>
Cc:

September 16, 2014

Subject: Updated report on Helicopter accident at KBMT on 9/15/2014

I took off around 4:30 pm and departed to the North.

(Final destination would be a ranch 10 miles north of Newton Airport 61R), this was a personal pleasure flight with my fiancée (Patricia Jones).

Flight to the ranch was as planned, with no incidents to be noted. Once at the ranch we orbited the ranch 3 times before setting down to reset the GPS for the return trip. The Landing was without incident as was the take off for the return trip.

Monitoring the traffic on the radio at approximately 11 miles I noticed quite a lot of traffic in the pattern (one of the aircraft stated they would be departing to the north).

So since I was inbound from the north, I called out on the radio "Beaumont traffic, Helicopter 9844N inbound 10 miles to the north". I again called out at 3 miles to the north for entering the pattern.

Upon entering the pattern I announced "Beaumont traffic, Helicopter 9844N we are turning left base for 13".

A Cessna (which I had already heard on the radio already a couple of times) was on the taxi way and stated "Beaumont traffic, Cessna????(Cant remember the tail number) taxi to runway 13" and was approaching the run up area at that time. Since I had the traffic in sight wasn't concerned at that time.

I then announced "Beaumont traffic, Helicopter 9844N turning final for 13"

The Cessna was finished doing run up at this time and moving towards the hold short line. And so I announced my intention to use runway 13.

I was concerned (as I knew this aircraft was used for student pilots) that they might not have heard or understood my position, so I called again "Beaumont traffic, Helicopter 9844N is on final for 13"

The Cessna was nosing over the line as I came over it to land mid field on 13.

Just as I settled to a hover, the Cessna announced "Beaumont traffic, this is Cessna????, departing on 13".

Needless to say this caused me some concern that this aircraft was now rolling behind me, so I decided to depart the runway to the north for the taxi way. I announced this on the radio.

As I began to turn the helicopter to the left I felt it swing hard and lift (this was like I had a large gust of wind and felt like it was causing me to weather cock and loose tail rotor). I wasn't sure on what the cause was at that time... only what it felt like. (The next day I was telling this to Curtis Spears (owner of the Helicopter) who said he was watching the whole thing and that was exactly what happened to me).

After that the helicopter began to spin and I lost control to the left... Trying to stabilize it I finally tried to do a hover auto which I did (but still traveling backwards and to fast so planted it in the grass) although still upright. This crushed the skids.

After that I checked on Pat... asking if she was ok. Unbuckled we left the aircraft. I didn't see fire but assumed the worse, so exiting seemed the most prudent.

This is the best of my recollection of the incident.

Bryant Dussetschleger Jr.

[REDACTED]