

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:20 PM	DATE 06/21/2104												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Tim Payne, pilot of N6828D, in the G-Car at [REDACTED]		ROUTING <table border="1"> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT N6828D accident															
DIGEST I sat down in the privacy of the government car with Tim Payne and presented him with the Pilot's Bill of Rights and got his signature. I explained the investigation, his access to FAA data sources, our right to re-examine, and gave him my contact information. I inspected the airman's medical and pilot certificates and found third class exam on 6/7/2012 date of birth [REDACTED] with the limitation must wear glasses. Tim Payne was wearing his glasses. Private pilot certificate Timothy Gene Payne Pendelton Indiana [REDACTED] rotorcraft-helicopter. Tim's pilot logbook is at his home. I asked Tim what happened and he told me he took off from Mt. Comfort going to Goshen northbound climbing out he heard a large pop from the engine compartment and power was down. Tim told me he decided to go (land) in a clear field started descent and at maybe 20' above ground there was not enough power at full throttle to do a controlled landing so he did an autorotation. After contact the ground sliding forward the tips of the skids caught in the mud at which point the helicopter pitched up on front of the skids and the main rotor contacted the ground which tipped it up on it's side. I asked Tim about directional control and he told me the auto-rotation was done heading due north and when the power was down he put in more left pedal to maintain the north heading. When I asked about the events leading (cont'd)															
CONCLUSION, ACTION TAKEN, OR REQUIRED Tim Payne will provide a written statement. His contact is [REDACTED]															
[REDACTED] Forced landing for reason unknown at this time. Statement from passenger required.															
DATE 06/21/2014	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]													

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 2:40 PM	DATE 06/21/2014
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION FAA IIC Don Shipman, Joe Tewil, Alvero Serrano, Bill Horning, Scott Horning		ROUTING	
at [REDACTED]		SYMBOL	INITIALS
SUBJECT Helicopter accident			
DIGEST Joe, Alvero, Bill and Scott were working at Hornings Landscape at the time of the accident. The landscaping business is located just to the west of the field where the helicopter landed. There is a tree line between the landscape business and the accident field. The airport boundary is on the across the street to the south from the business. Bill has heard helicopters before and told us this one sounded like a dirt bike missing out, it was an up and down sound "uh-ah-uh-ah-uh-ah..." Bill heard the helicopter from inside of the building. Alvero was outside and reportedly saw the helicopter flying and motioned with his hand a forward shallow descending path and described the sound as a bad motorcycle making two different noises. Alvero said that the motor was off at one point during the last part of the descent. The men reported there was no engine sound and then a thud. After the crash, Alvero observed the people get out of the helicopter from his vantage point along the tree line on the west edge of the accident field. We were told that Janet Nyland heard the helicopter and she came over to the Horning's business afterwards and asked the men where it (helicopter) had crashed.			
CONCLUSION, ACTION TAKEN, OR REQUIRED The witness statements are consistent.			
DATE 06/21/2014	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

Mt. Comfort Airport N6828D Crash site marked with yellow pin GPS coordinates of crash site are listed at bottom of photo

