



(Trey) Allen B. Webb

Fax

15201 Lake Marvin Road  
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An Aircraft called Canadian Unicom at approximately 9:15a - 9:30a. Due to the nature of my business I monitor that frequency during business hours.

I recognized the pilots voice so I responded to his call. I do this with most pilots I know.

**Communication:**

**Trey(Me):** I said, "Is that you Charlie?"

**Charlie(Him):** "Yes"

**Me:** "This is Trey"

**Him:** "What are your ceilings?"

**Me:** "Umm, looks like 800 - 1000ft"

**Him:** "Ok, see you in a little bit."

**Me:** "No, I'm not at the airport, I'm at my heliport, (5XA2)

**Him:** "Ok"

That was mine and his last radio call(contact).

At 10:06am my pager went off paging me to a fire west of Canadian.

Not wanting to roll a helicopter out and fly in the cold I hesitated and sent the land owner a text to verify there was a fire. The land owner replied and said he couldn't find a fire.

As I listened to my law enforcement radio I had enough info to conclude there was a fire and they were having trouble locating it. At this time, I rolled out the helicopter and attached the water bucket.

I was skids up and enroute at an approximate time of 10:20am. Early enroute as I monitored my LE radio, it became clear it was a plane wreck. At 10:27am while still enroute, my wife called my cell phone to let me know I was responding to a plane crash.



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I arrived over the site at approximately 10:35am. First responders were already on scene, wreckage was still on fire but almost burned out. The Vertical and Horizontal Stabilizers were still intact and everything forward of them had burned. The wreckage lay in the bottom of a ravine with a large hill behind the airplane.

There was no ground scarring whatsoever and the wreckage is all confined to the footprint of the airplane. It came to rest on a direct heading towards Canadian (HHF).

My experience and education, it indicates to me that he iced up, stalled and flat spun to the ground.

My ceiling report to him was estimated. However, prior approximate time 9:00am to my radio contact with him, I had checked my four closet METARs, (N.E.S &W) because I had a student pilot wanting to fly. All 4 METARS were 700 - 1000ft visibility 6 to 10 miles.

Weather at the crash site when I arrived and was on scene was Ceiling 500 AGL, visibility 10 miles, Temp 27°F, and winds light from 360°.

My aviation experience is 36 years, 9000 plus hours in a Helicopter; COM, CFI Helicopter; PP SEL; A&P IA; Ex FAA- Safety Counselor; FAA Part 133, 137, 135 and 145 Certifications.

Please let me know if I can be of further assistance.

Respectfully,

(Trey) Allen B. Webb