

On August 31, 2025, I, Kent Swanson, served as pilot-in-command of Helicopter N36RP.

At approximately 0900 local time, I received notification that we were scheduled for a passenger flight departing Dallas Love Field (DAL) at 1700 local with destination Dripping Springs, Texas, to the designated helipad TA-22. The passenger for this flight was Mr. Wynn, who at the time was in New York and scheduled to return by Flexjet to Dallas prior to our departure.

My assigned co-pilot and designated flying pilot was Chris Beuhrer. As designated flying pilot, Beuhrer arrived at Dallas Love Field ahead of me and conducted the preflight inspection, weight, and balance calculations. I arrived at Love Field at approximately 1500 local and completed the required risk assessment paperwork.

Shortly thereafter, we were notified that the passenger's arrival and our departure would be delayed until approximately 1900 local. During the delay, Beuhrer and I accompanied maintenance personnel on a brief errand to purchase provisions for use at the destination ranch. We returned to the hangar following this errand to await the arrival.

At approximately 1700 local, we received further notification that Mr. Wynn requested the helicopter be repositioned from our hangar to the Flexjet hangar, located two ramps over on the airfield. This adjustment was made so that upon his arrival into Dallas via Flexjet, Mr. Wynn could transition directly from his arriving aircraft to our helicopter for immediate departure.

Prior to repositioning the helicopter to the Flexjet ramp, Chris informed me that he had never flown into the ranch at night before. He asked if I would assume the flying pilot role for this trip, and I agreed. We repositioned the aircraft and shut down the engines while waiting for Mr. Wynn to arrive. His jet landed later than expected, at approximately 1940 local, and he immediately boarded N36RP. We

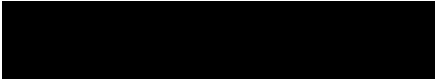
completed start and run-up checks and departed Love Field at approximately 1955 local, enroute to TA-22.

We departed VFR from Dallas and planned to conduct the entire flight VFR. Weather in central Texas was marginal but forecast to improve. Due to previous autopilot failures, we did not want to attempt a night IFR flight into the ranch. While flying southbound near the west side of the Hood MOA, we encountered periods of marginal weather. On two or three separate occasions, we discussed contacting Gray Approach and converting the flight to IFR. Each time, conditions improved quickly, and we continued VFR at approximately 2,000 feet indicated altitude and 130 knots airspeed.

As we approached the ranch, Chris asked if he should activate the helipad lights. I confirmed, and after verifying the correct frequency, he keyed the mic to bring the lights up. We both acknowledged the pad lights in sight. I cross-checked the GPS map display with the outside visual reference to confirm alignment, which matched, and from that point I focused outside for the VFR approach, while co-pilot prepared for landing.

I delayed turning on the landing lights until closer to the pad to avoid glare from moisture and haze reflecting the beams. At that point, I decoupled the aircraft and began maneuvering for landing. Within seconds, I realized the outside visual cues were not matching my control inputs, and I was losing reliable references. I transitioned to instruments, but the panel was already shaking severely, making it unreadable. That is my last recollection of the flight before regaining awareness in the wreckage.

Kent Swanson
S76D Captain



02/10/25