

TIMELINE

Sunday, August 31, 2025

0600L - Woke Up.

0958L - Received initial notification about the flight from Alvin Godwin. He stated a 1700L departure from KDAL to TA22 with Mr. Winn as the only pax.

1330L - Arrived at the hangar, ate a sandwich for lunch that I picked up enroute to work. I did the W/B based on 3 legs (KDAL-TA22, TA22-KDZB, KDZB-TA22), looked at WX, updated FOS with the W/B info, and emailed Paradigm the W/B.

1500L - Picked up Kent from the KDAL Arrivals Terminal.

1515L - Arrived back at the hangar. Kent did paperwork, ie. the Baldwin Safety Risk Assessment and checking WX. I preflighted the helicopter. Kent and I discussed the WX. Everything was clear until about Killeen. There was a line of precipitation from about 50 miles west of Austin to almost Houston. Between the speed at which it was moving (SE), the MOS predictions, and the TAF's, we felt that it would be out of the area by the time we arrived. However, we did discuss the possibility of flying IFR. We also discussed seat assignments. I was going to be PF in the right seat, Kent was going to be the PNF in the left seat because he had flown the last flight on the 19th of August.

1555L - I received a phone call from Alvin Godwin stating that our passenger (Mr. Winn) was arriving on FlexJet at 1900L and that we needed to confirm whether or not that was at KDAL or KAUS. Kent called Mr. Winn's Executive Assistant, Sabrina, confirmed that it was KDAL. We discussed the fact that since the departure from KDAL was now going to be 1900L, with an arrival at TA22 at approximately 2020L. Since sunset was approximately 1955L it was going to be a night landing at TA22. I discussed with Kent that I had never operated in or out of TA22 at night, so to mitigate risk we decided that we would change duty positions to Kent being the PF and I would be the PNF.

1800L - we placed the helicopter into position, commenced start up/run up and repositioned to the Signature T4 FlexJet ramp. At the FlexJet ramp we were informed that the arriving aircraft was delayed and had a new ETA of approximately 1940L. We were continuing to monitor the weather and actually thought the delay would be positive in that it would allow more time for any remaining weather to the South to either dissipate or move out of the area.

1950L - Flex Jet arrived and we departed KDAL. Flight was uneventful to the north of KGRK, cruising between 1500' - 2000' MSL, 135 - 145 KIAS. Could see some cloud formations from KGRK and to the south. Listened to KGRK ATIS, it was 007SCT 160BKN/OVC 10m Vis. South of KGRK thin layers of clouds, tops at about 2000' MSL, bottoms at about 1500' MSL.

Approaching TA22, I believe Kent texted Derek to ensure the lights were on in the area of the pad, i.e. the floodlight on the windsock pole, etc. I tuned in the frequency for the actual helipad lights, 129.25, and keyed the mic switch 7 times. As we got closer in, I repeated keying the mic switch 7 times to make sure they were on high and would remain on long enough for our arrival. I believe we were approximately 4 miles out and Kent stated that he had the pad in sight. Based on his direction, I believed that I too saw a green glow that was the area of the pad and pad lights. I remember focusing back inside, the indicated airspeed was 100 kts. I extended the landing gear with Kent's permission and completed the Before Landing Checklist. I then refocused outside in order to try and reacquire the helipad.

After a period of time, I again looked inside and saw that the radar altimeter indicated 20'. Before I could call out for a "Go Around" we impacted something. I didn't know what. Once everything stopped, I yelled to Kent to see if he was alright. He was conscious, but just moaned. I yelled to Mr. Winn, to see about his condition, he

said he was okay. The aircraft had come to rest on its right side. Between the abnormal orientation and the darkness it was extremely difficult to distinguish anything. I was able to feel for the throttles and placed them into what I believed was STOP. I felt for the left door, unlocked it, but it wouldn't open with the handle. I felt for the Jettison Handle and pulled it. By that time there was a man that had reached the helicopter and he helped me remove the door from the airframe. He also told me EMS had already been notified. I crawled out and proceeded to the right cabin door that was facing skyward to try to get Mr. Winn out, but it was buckled and jammed. The man that was with me asked if he could use a tool to pry it open and I said yes, anything to get the passenger out.

By this time others had arrived to assist in the rescue. They didn't want to try to get Kent out for fear of injuring him further, so they focused on getting the cabin door open. They told me that I needed to lay down and asked me if I wanted to lay on the ground or if I could make it to the cabin about 200' away. I said that I could make it to the cabin and a couple of them helped me there. A woman (Jessie?) stayed with me, making me stay awake and giving me updates about the other two and ambulance ETA.

1919L - She helped me call Al Frey (DOM for Mirasol Sky) so that he could inform the chain of command. She also helped me call my wife. Approximately 45 minutes to an hour later all three ambulances departed the scene enroute to St. David's South Austin Medical Center with crew and passenger.