

Accident Data

Pilot – Owen John Garrett

[REDACTED]

[REDACTED]

[REDACTED]

Montrose, PA 18801

[REDACTED] – CFI - Commercial – Rotocraft Helicopter – Instrument Medical - 04/02/2015 –
Second Class

Experience - 6 years as a helicopter pilot

Pilot training at Frederick Advanced Helicopter

180 hrs total time

30 hours in make and model

700 hours in the last year

Flying for Skyriver Helicopter – Operated by Timothy Kepp – [REDACTED]

Aircraft owner – Brian Klinger [REDACTED]

Interview with pilot – Owen John Garrett – [REDACTED] on 04/16/16

1. No medications, occasional motrin, no medical issues
2. Start time on 04/16/16 – 0800
3. Off time – 0830
4. Working lines the last 3 days
5. Refueled at Martin State Airport – 70 gallons of fuel
6. Max endurance – 2 hours

Martin State FBO performed fueling. No fuel testing required but sump test was completed prior to first flight of the day.

This particular flight was the second segment of the day.

Departure from Martin State was at 12:30 PM.

NARRATIVE

Arrived on scene. Performed a high aerial recon prior to commencing linework (Linework – aircraft hovers between 40' to 50' of electrical pole as photographer photographs integrity of pole and components). During the first approach, pilot arrested descent and entered into a hover into the wind and did not like the feel of the situation. He applied forward cyclic and departed from the hover for a second attempt. On the second attempt, pilot arrested descent and entered into a hover and started a clockwise turning hover for photography efforts. Pilot stated that the helicopter then started spinning uncontrollably. He said he lowered the cyclic in an attempt to remedy the situation. He overtorqued the engine by raising collective to avoid hitting the powerline. The additional power further aggravated the spin and the tail boom hit a tree. He pulled aft cyclic to avoid a nose down crash, impacted the ground and the plexiglass shattered all around the aircraft. The lineman went out the forward left windscreen and the photographer went out the left open doorway. Fuel was spraying on occupants. He departed through the open bubble on the left side. After departing the aircraft, the battery exploded and the aircraft was engulfed in fire.

WITNESS #1 – JORDAN MARSH – PHOTOGRAPHER

[REDACTED]

[REDACTED]

[REDACTED]

Monkton, MD 21111

REAR RIGHT SEAT – PHOTOGRAPHS LINE COMPONENTS ON POWERLINES

SUBCONTRACTED BY CATALYST PHOTO COMPANY

NARRATIVE

Normally I fly with a pilot named Robb Deseusa. I flew with Robb on April 13th, 14th and 15th. This was the first time that Owen flew powerline work with us solo. On 13 April 2016, Robb was not confident that Owen was ready to fly solo yet. On the day of the accident, Owen came in with a nose high attitude, maximum power and spun into a right 360. I held on tight and watched a tree being shedded as the aircraft spun to the ground. We crashed in a nose high attitude. The helicopter settled nose high with a left list. I jumped right through the open doorway and knocked my head. A waterfall of fuel hit my face as I ran away from the aircraft.

WITNESS #2 – TRANSMISSION LINEMAN – KEVIN TENNIS

[REDACTED]
[REDACTED]
[REDACTED]
COLORA, MD 21917

BG&E EMPLOYEE

NARRATIVE

Prior to this accident, I had 1.5 months of flying experience with pilot – Robb Deseusa. I just started working with pilot – Owen Garnett on 16 April 2016. We briefed all week with both pilots on the operation. We talked at 8am today on the specific operation we were performing. We briefed on the weather but there was no emergency procedures briefing. Robb Deseusa was more thorough on briefing details.

We entered into a right turn towards the utility pole and the aircraft started spinning violently to the right. It spun all the way to the ground. I heard alarms going off. The aircraft settled on it's right side. I jumped out of the front windshield.

I incurred stitches on my left hand, a back injury and a scratch on my right hand.

MISCELLANEOUS

SCOTT YERK – LOUISVILLE AVIATION – DOM – [REDACTED]

WAYNE PENNELL – CHIEF OF BWI AIRPORT SECURITY – [REDACTED]

TROOPER WALL – [REDACTED] – HOSPITAL WATCH

INTERVIEWS CONDUCTED AT BALTIMORE WASHINGTON MEDICAL CENTER

CONCENTRATED DEBRIS FIELD

FRESHLY BURNT BOLT FOUND NEAR TELEPHONE POLE BEING OBSERVED

ALLENTOWN, PA POI – ROBERT FERRENCE

ALLENTOWN FSDO (CMO)

