

Arrived 0600, found location behind apartments, between two lines of single level, one car garages.

Helicopter upright on splayed skids, tail boom separated just forward of tail rotor, roof of garage damaged, helicopter longitudinally aligned approx. 020 degrees. Appears to have hit roof of garage on down slope of roof, over garage number 6, landing skid marks on ground show some counter clockwise rotation during ground contact. Tail rotor separated and located along counter clockwise direction. Main rotor blade damage largely appears from vertical forces, one blade bent down, other blade is continuous along span. Un-bent blades pitch link broken, other blades pitch link connected, swash plate is pivoted aft. Under side of both rotor blades appear to have white transfer, perhaps from aluminum gutter of garage. Tail rotor separated from boom, appears to have upward forces applied from garage contact, part of tail skid tube on roof of garage across from impacted garage.

Spoke with Det. Daniel Walsh, crime scene unit documented scene with laser scanning and photos, copies of each requested. Chatham Borough PD on scene since initial response, area cordoned off. Heavy media presence. PD spoke with passenger at hospital, passenger stated they were transiting KMMU, heard "whoosh", engine quit, then auto-rotated. Picked up helicopter in Richmond, VA, aircraft just received

No security cameras in this location.

Electrical power off, ignition switch off, key in; fuel shutoff "OFF", no fuel on ground, ELT switched off on case. Panel mount GPS card slot empty.

Began photo documentation of perimeter, interior, documents, exterior, and engine area.

Main rotor system: One blade intact with slight upward deflection at approximately outboard 3 feet. Second blade outer two-thirds deflected downward to ground, both blades leading edges relatively undamaged.

Tail boom approximately last 5 feet separated, with tail rotor drive shaft showing what appears to be compression damage at separation point. Skin of tailcone assembly shows white paint transfer from what appears to be from garage structure. Section of tail rotor drive shaft attached to aircraft bent in upward direction. Underside of tailcone attached to airframe shows lateral white paint transfer. Lower portion of vertical stabilizer damaged, upper portion of vertical stab and horizontal stab relatively undamaged. Tail rotor push pull tube broken, pitch links intact.

Avionics consist of Davtron 307FC digital temperature display, NAT AA12 audio control panel, Bendix/King Comm radio, Garmin GNC 250XL GPS/Comm unit, Bendix King KT76A Transponder. GNC 250XL has empty data card slot.

Control checks: Anti-torque pedals – Right pedal no resistance appears disconnected

Left pedal, no movement appears jammed

Cyclic – configured for single pilot, moves laterally, movement seen at main rotor hub

Pitch, stiff, moves slightly

Collective – moves, can hear control movement through interior of cabin up towards rotor head, also moves cyclic control

Hydraulic sight glasses minimal fluid (leaks on exterior appear to be from impact forces).

Cooling fan pin aligned with marks, safety wired.

Fuel tanks both capped, fuel visible, main tank fuel level approximately six inches below fuel cap. Fuel was sumped from Aux and Main tanks, blue color, with fuel odor, no apparent contaminants.

Oil on dipstick, no excessive leaks noticed.

Completed on scene documentation, went with Det. Walsh to Chatham PD, and took possession of evidence:

- Ship Radio Station License
- John J. Walsh Pilot Certificate
- John J. Walsh Medical Certificate
- Pilot Logbook
- Pilot Knee board
- Note pad
- Electronic Tablet

2.25.2017 1150 - Requested fuel quality reports from KMIV; purchased 24.1 gals 2.24.2017. Copy received via email.

2.27.2017 called Jeff Granato at KMIV asked about fuel dispensing, lineman said they asked for top-off, both tanks topped off.

3.3.2017 obtained fueling records from Dominion Aviation Services, Richmond Executive Airport (KFCI). Aircraft was fueled with 25.5 gallons of 100LL fuel on the evening of 2.23.2017, and again with 4.2 gallons of 100LL on the afternoon of 2.24.2017.