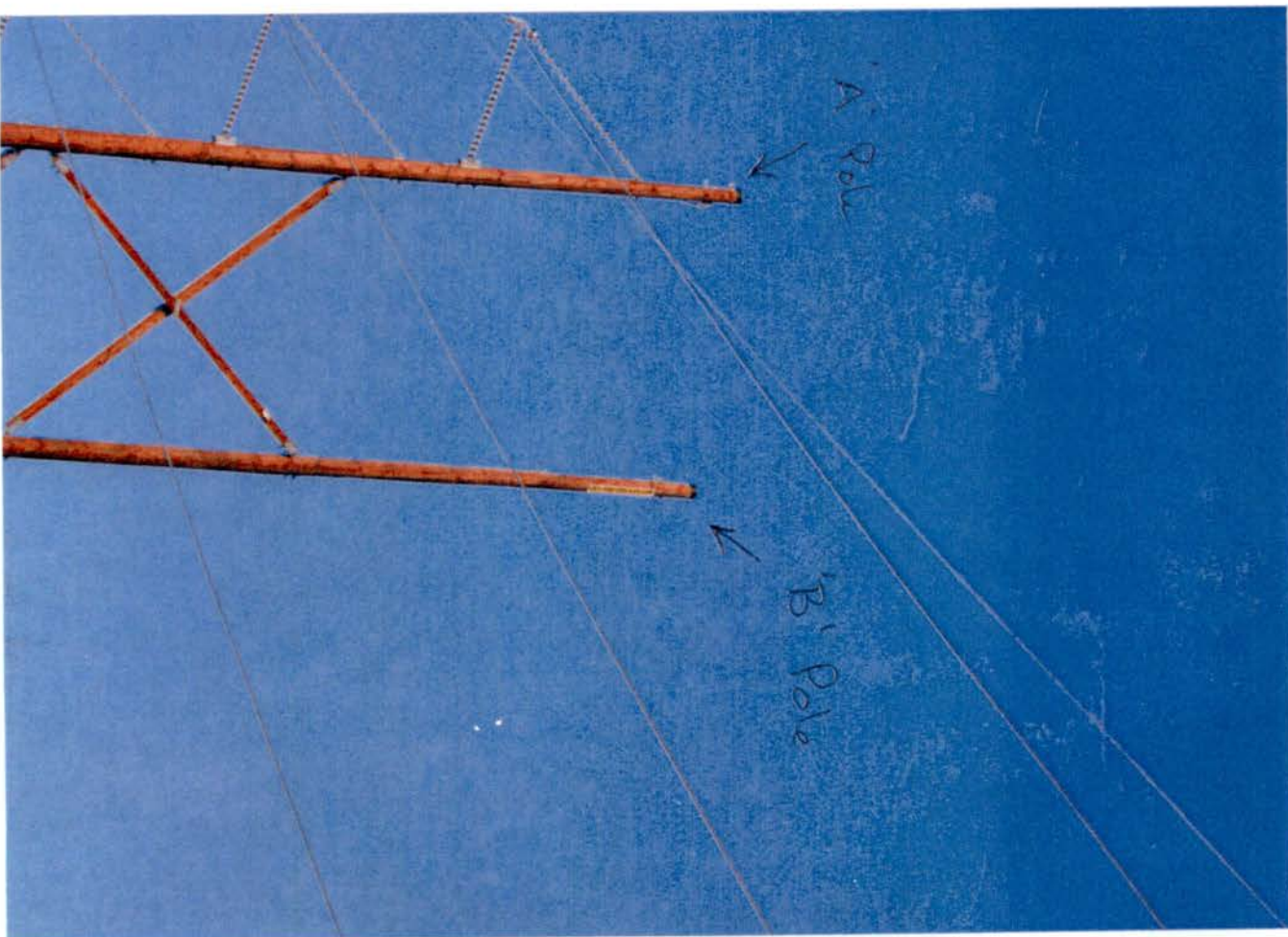
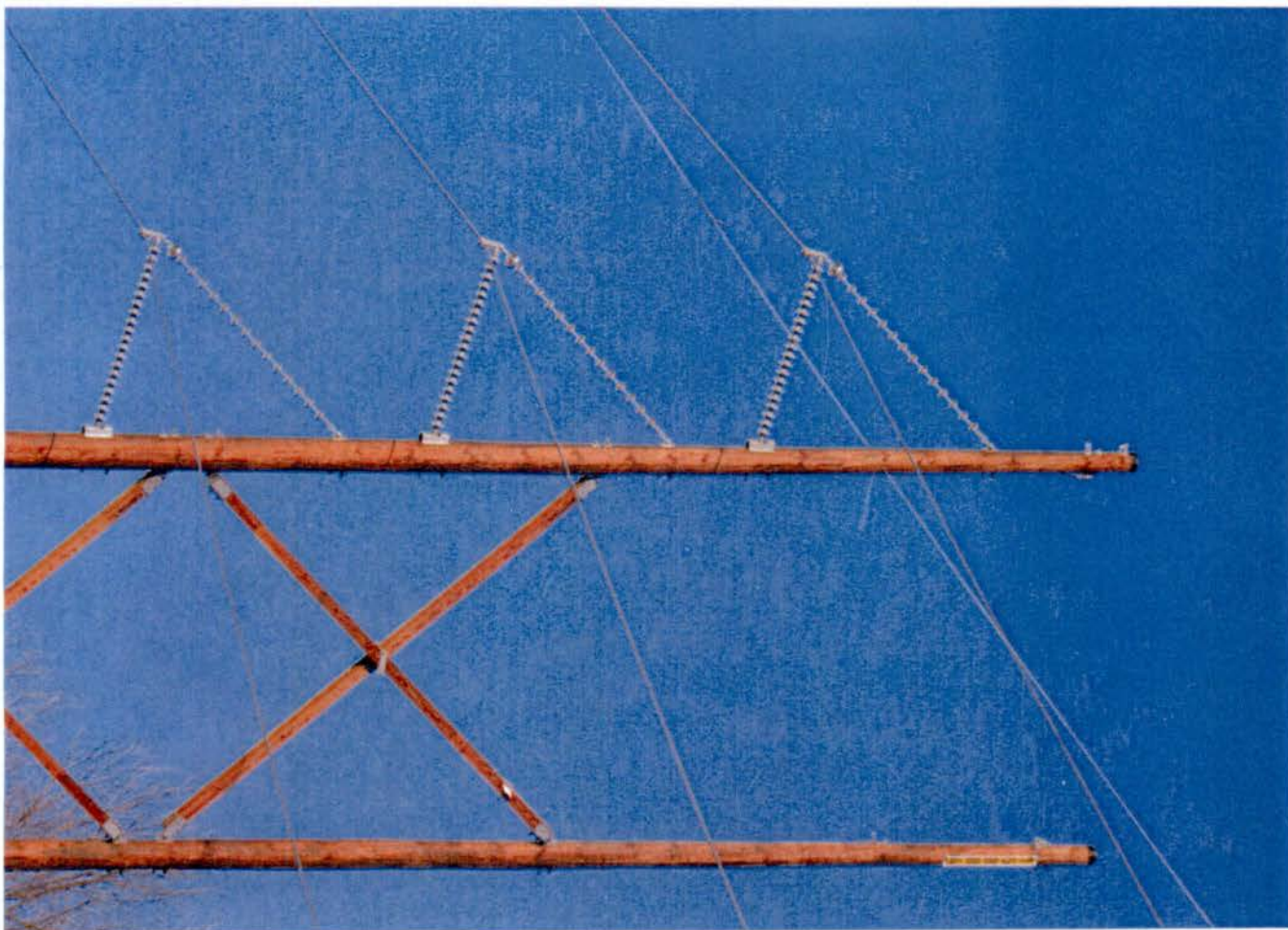


John Romanowski

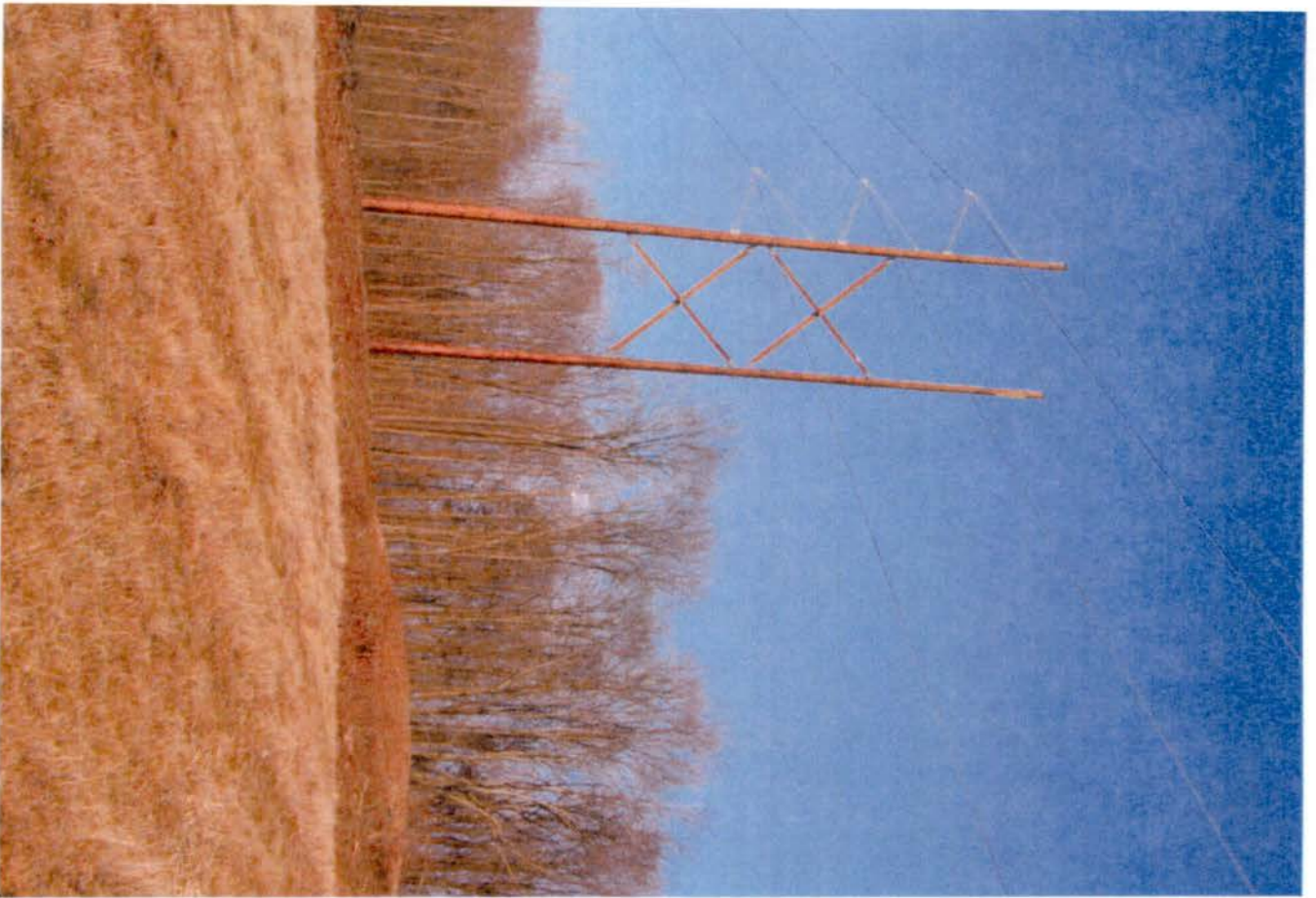
From: russell williams <[REDACTED]>
Sent: Tuesday, May 01, 2018 5:07 PM
To: John Romanowski
Subject: statement

To the investigator with the FAA and other concerned person(s). My name is Russell Williams. I am an employee with J.W. Didado. On Sunday April 8th 2018 while working for JWD I witnessed a helicopter crash that resulted in two fatalities and serious life threatening injuries to a third person. My duties for the day were to stand watch at a distribution and road crossing where we had a temporary guard crane set up. I was at structure 15877 with this equipment. My section of the right of way included structure 15878. Between structure 15878 and structure 15879 there is a river. Structure 15879 is in a field where the helicopter would land to refuel and for the linemen to resupply. The line continues to structure 15880 being in the same field. Then structures 15881 and structure 15882 are in a cow pasture. After a road and distribution crossing the line travels up hill to a steel pole structure 15883. The next structure up the hill is the double wood pole structure 15884 where the incident occurred. Structure 15885 being worked prior to the incident seemed to take a long time to complete, longer then it should have. I had been watching them work off and on. When they got to structure 15884 where the incident occurred I continued to watch them. As I watched I continued to question why after beginning the work they left 'A' pole where the work is and went to 'B' pole. 'B' pole does not have the conductor or the fiber. Why are they there? Puzzled I continued to watch as closely as I could. To convey what I witnessed I use a clock face as a directional reference. All references are made with respect to 'B' pole with 9 o'clock position being in line with the guy wire attached between the two poles. After leaving 'A' pole they approached 'B' pole from the uphill side of structure 15884. The nose of the helicopter facing 'B' pole they were positioned approximately at 10-11 o'clock on the uphill side of the structure and guy wire. Keeping the nose of the helicopter toward the pole and maintaining the same altitude they began to rotate clockwise around the pole. Between the 2-3 o'clock position I began to realize the pilot was fighting for control. He appeared to have regained control and continued to rotate around the pole with the nose of the helicopter facing in toward the pole. At approximately the 6-7 o'clock position the pilot began to face the nose of the aircraft out away from the pole. Once the nose was away from the pole with the helicopter having a position being roughly parallel to the guy wire but still by the pole he maintained this position for a moment hovering there. After this moment of hovering the helicopter began to turn the nose further away from the pole and create distance between itself and the pole. As soon as they pulled away from the pole the aircraft was violently forced back to the pole. The tail section of the aircraft struck the pole and upon impact the aircraft broke in two. At the point of breaking the aircraft hinged like an upside down V. It then appeared to fall straight down after breaking. Due to obstructions I could not see where or how it landed. It was loud. Someone else called over the radio that 'the bird is down someone call 911'. After the the crash the helicopter's engines continued to surge to roar and let off. I could see the men at structure 15879 where the landing zone was scramble and take off in utv. A personal truck exited the section of right of way from behind me where structure 15876 is and drive. I have gone back to structure 15884 after this statement was requested. I photographed what I could while there was enough light

to do so. I have written on some of the photographs to give a better understanding of the layout of the area, where I was located at the time, and the damage the structure sustained. As well as identify some of the hardware and general material used for the construction.



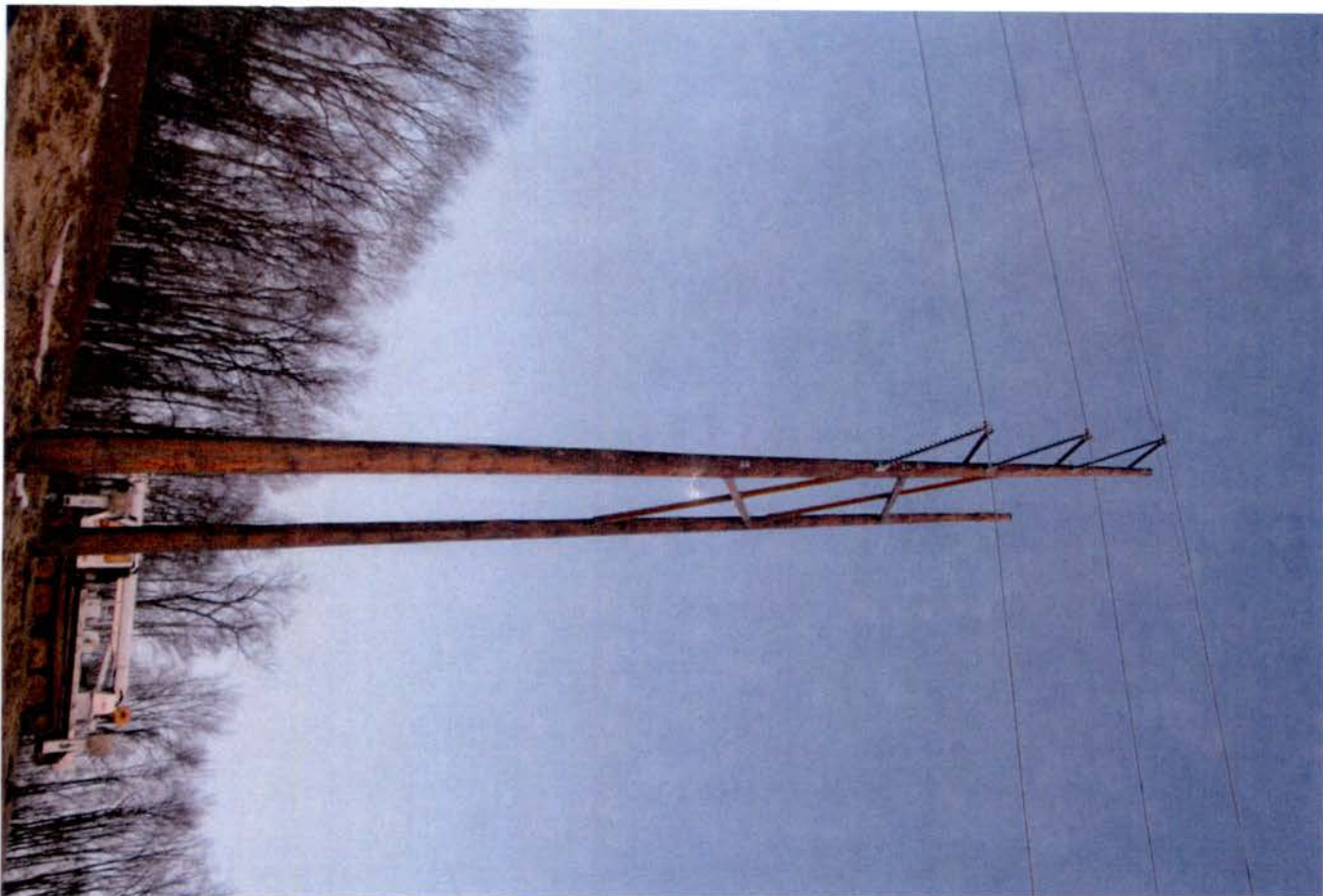
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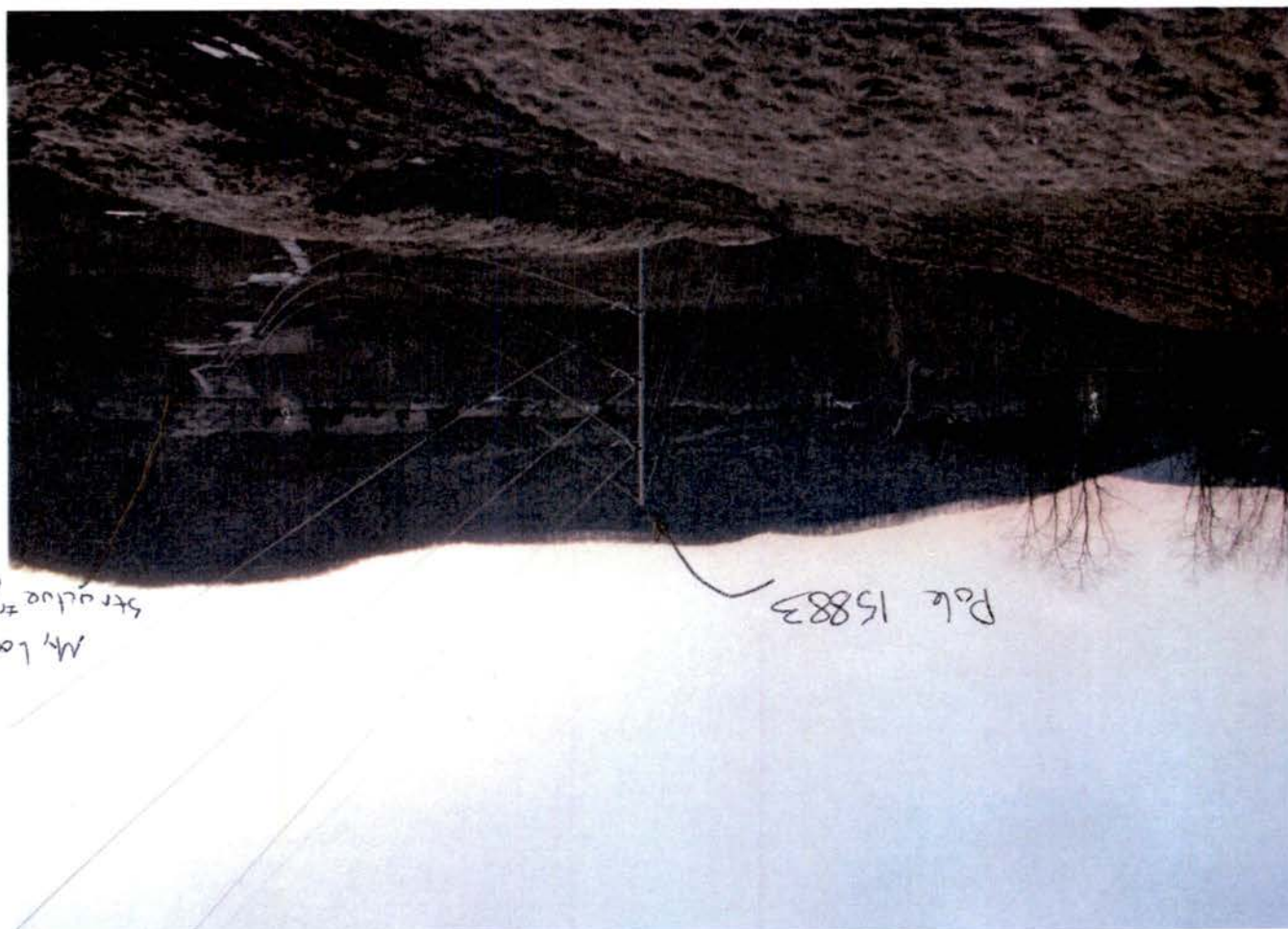
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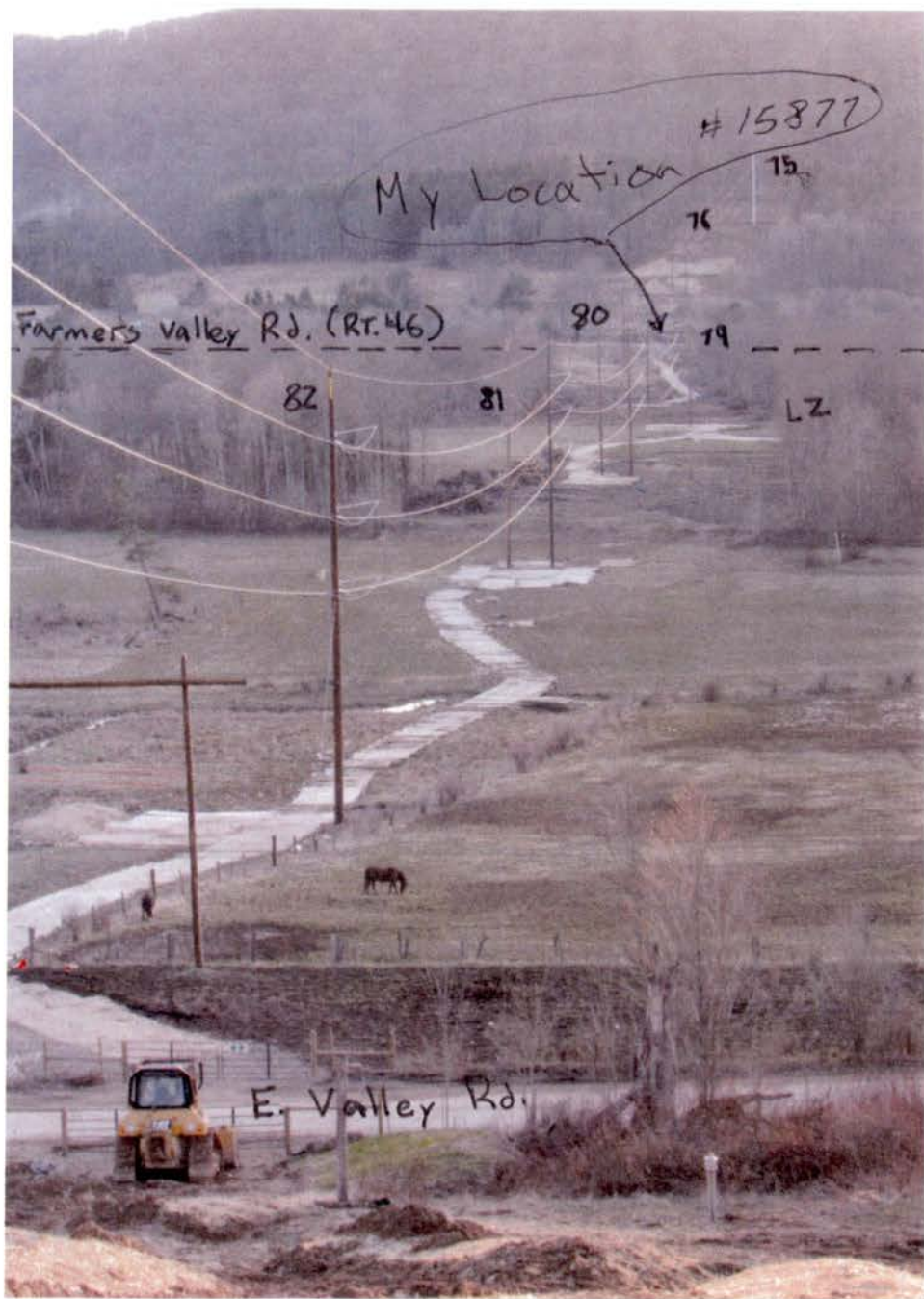
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Structure # 15884



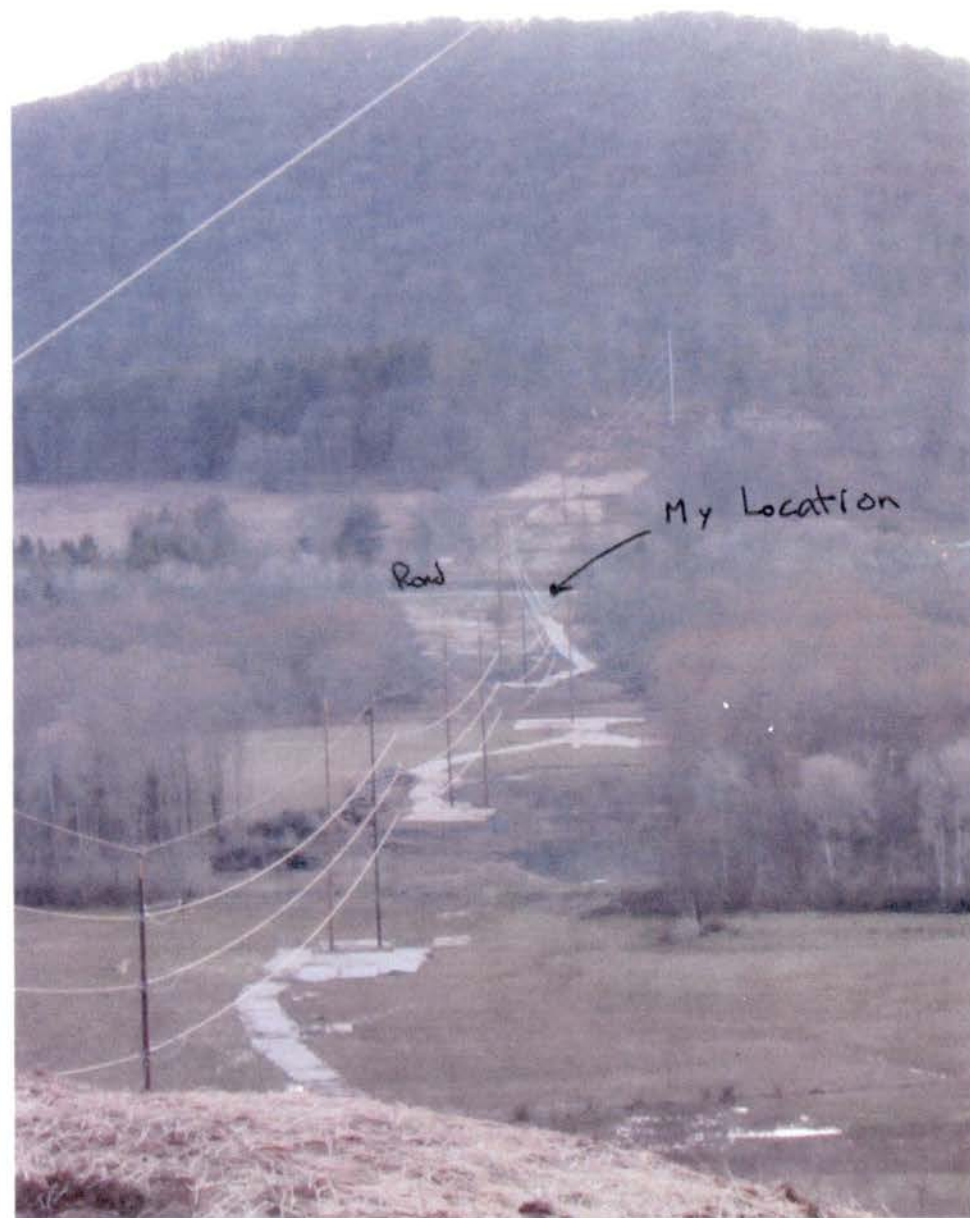
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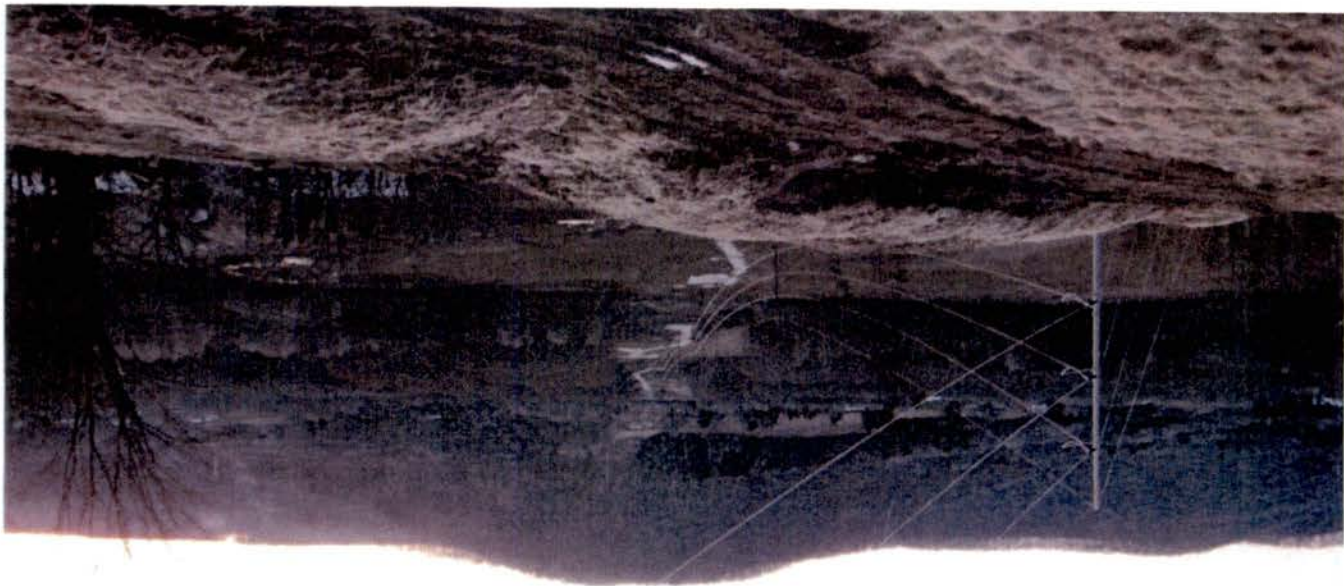


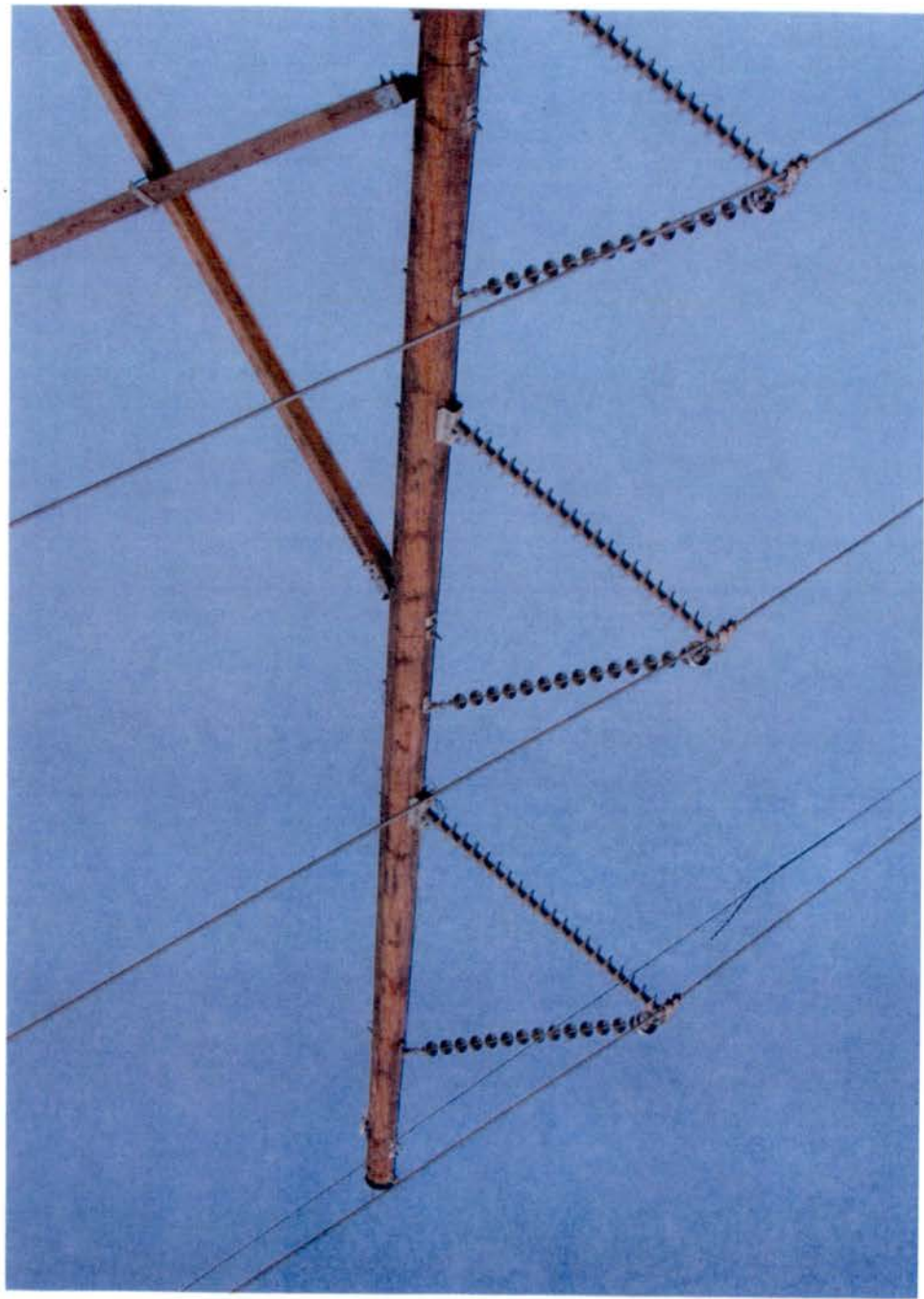
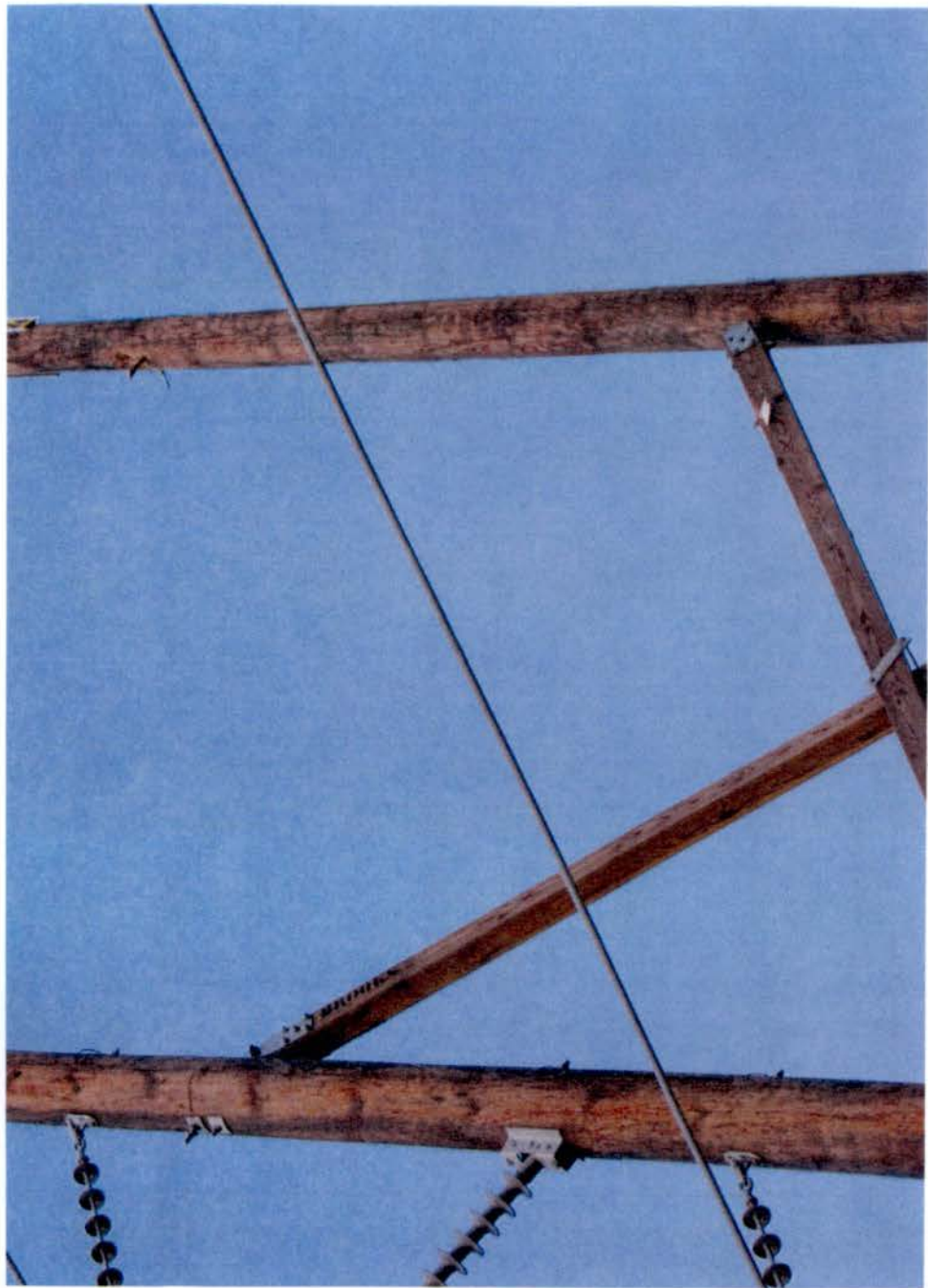
7 View From near structure 15883



8



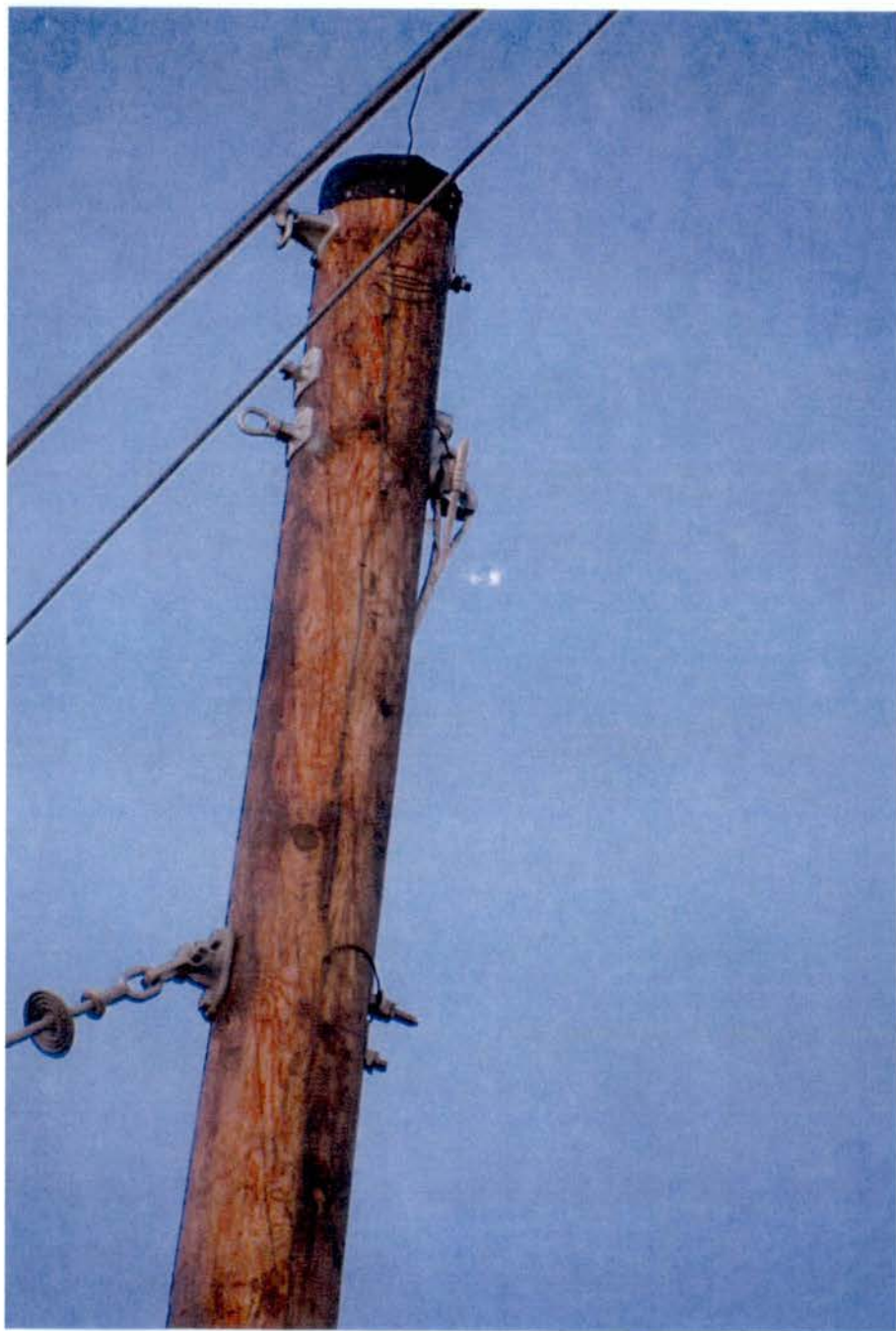




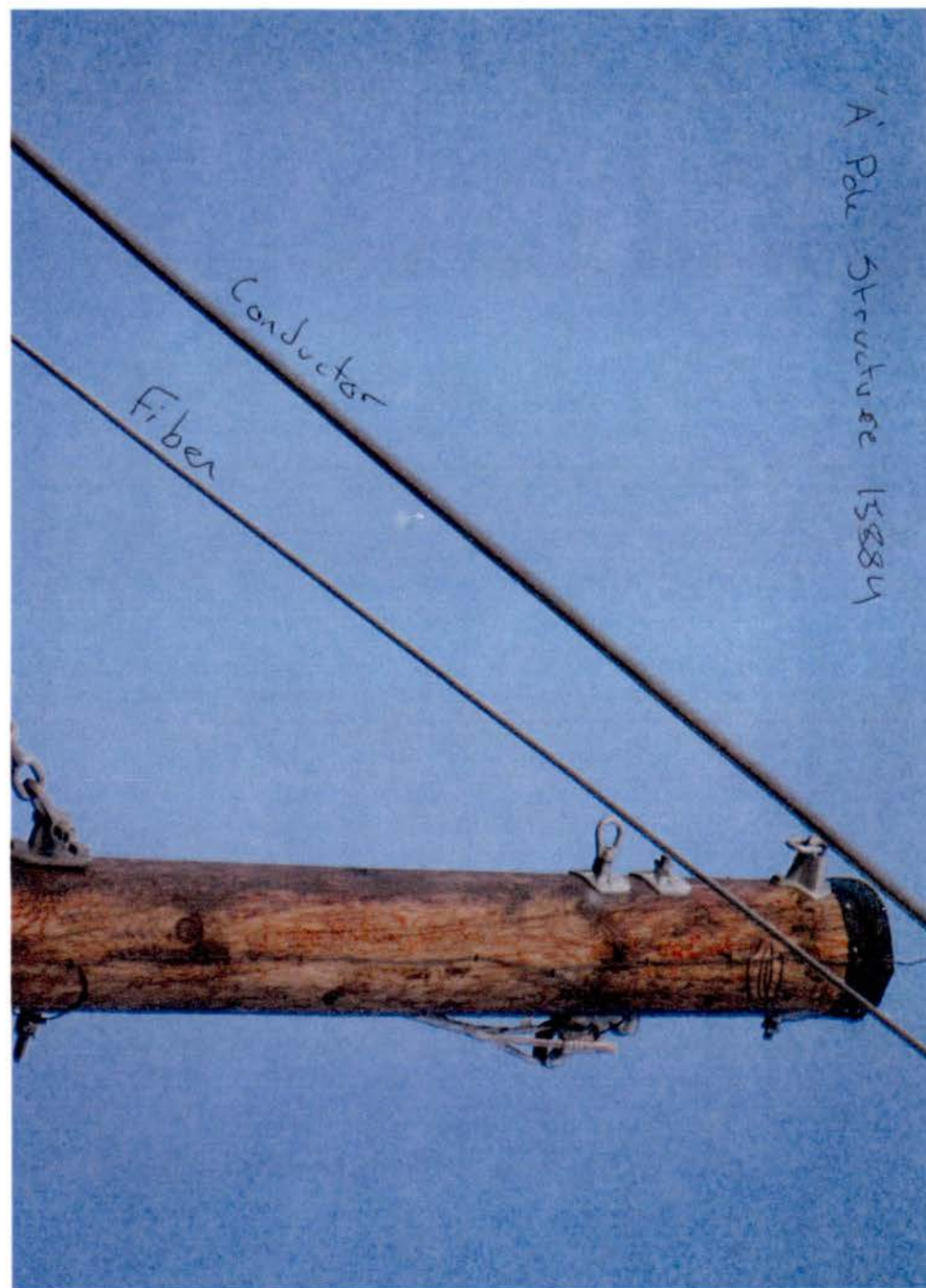
" A Pole Structure 15884

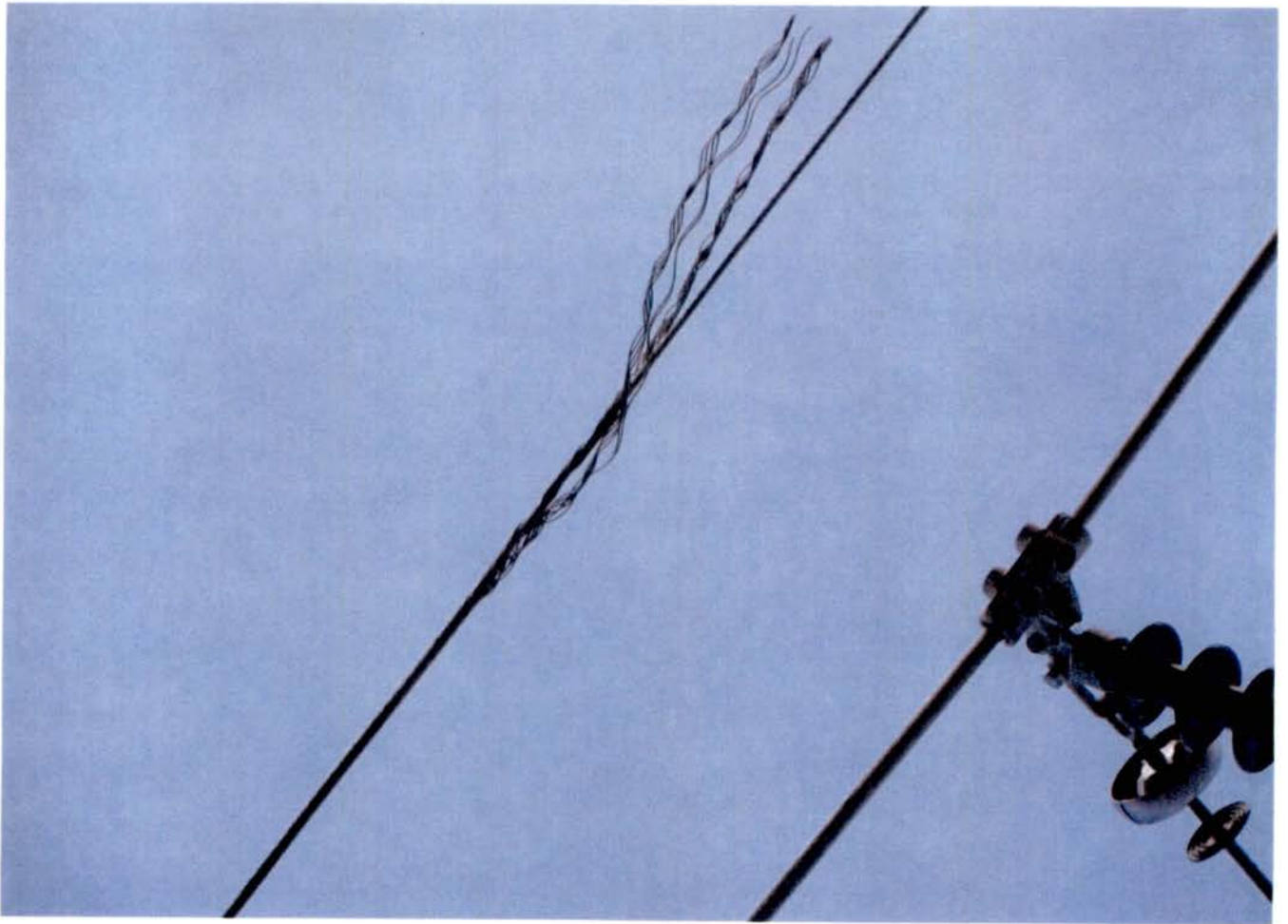
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A Pole Structure 15884



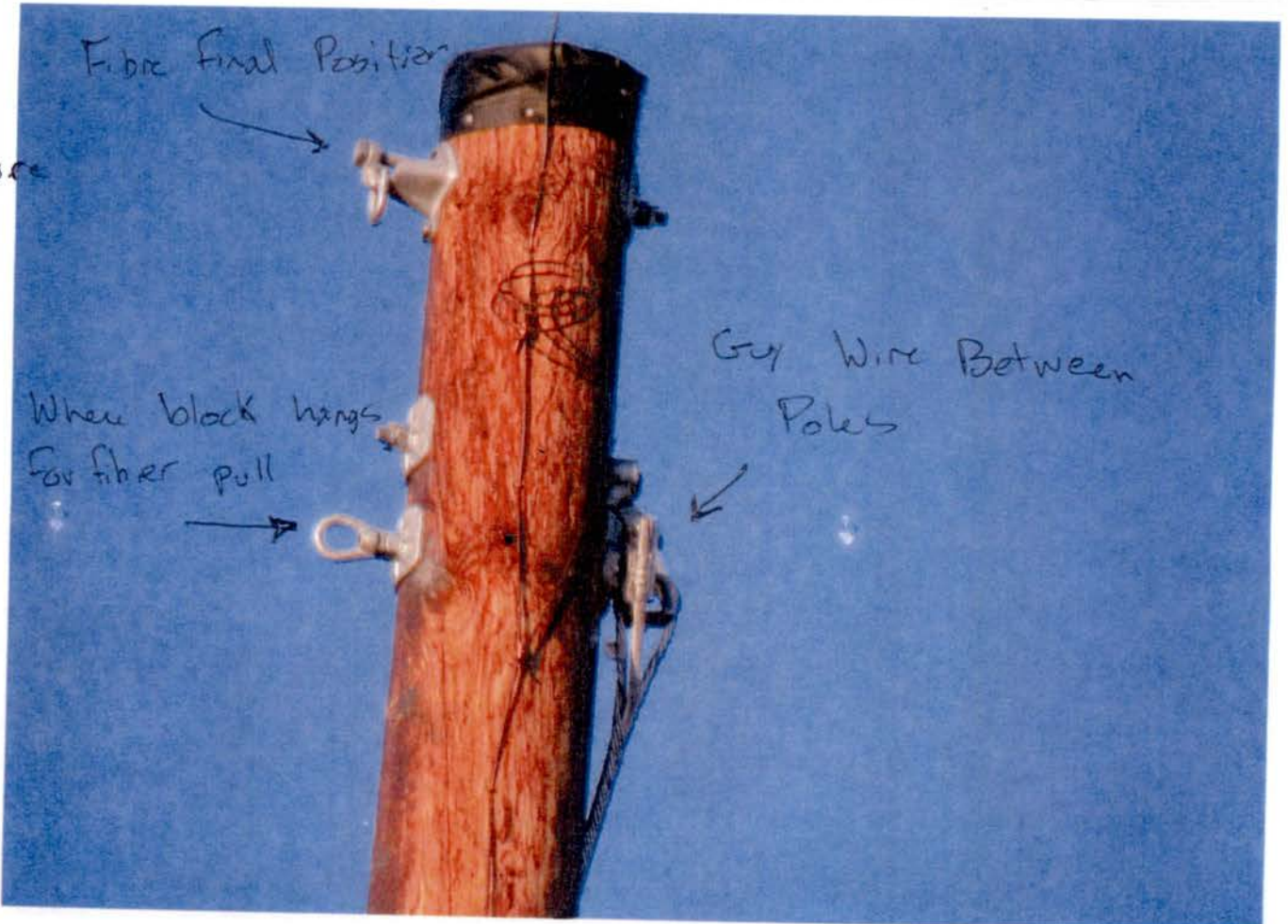
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Fibre Structure # 15884

2

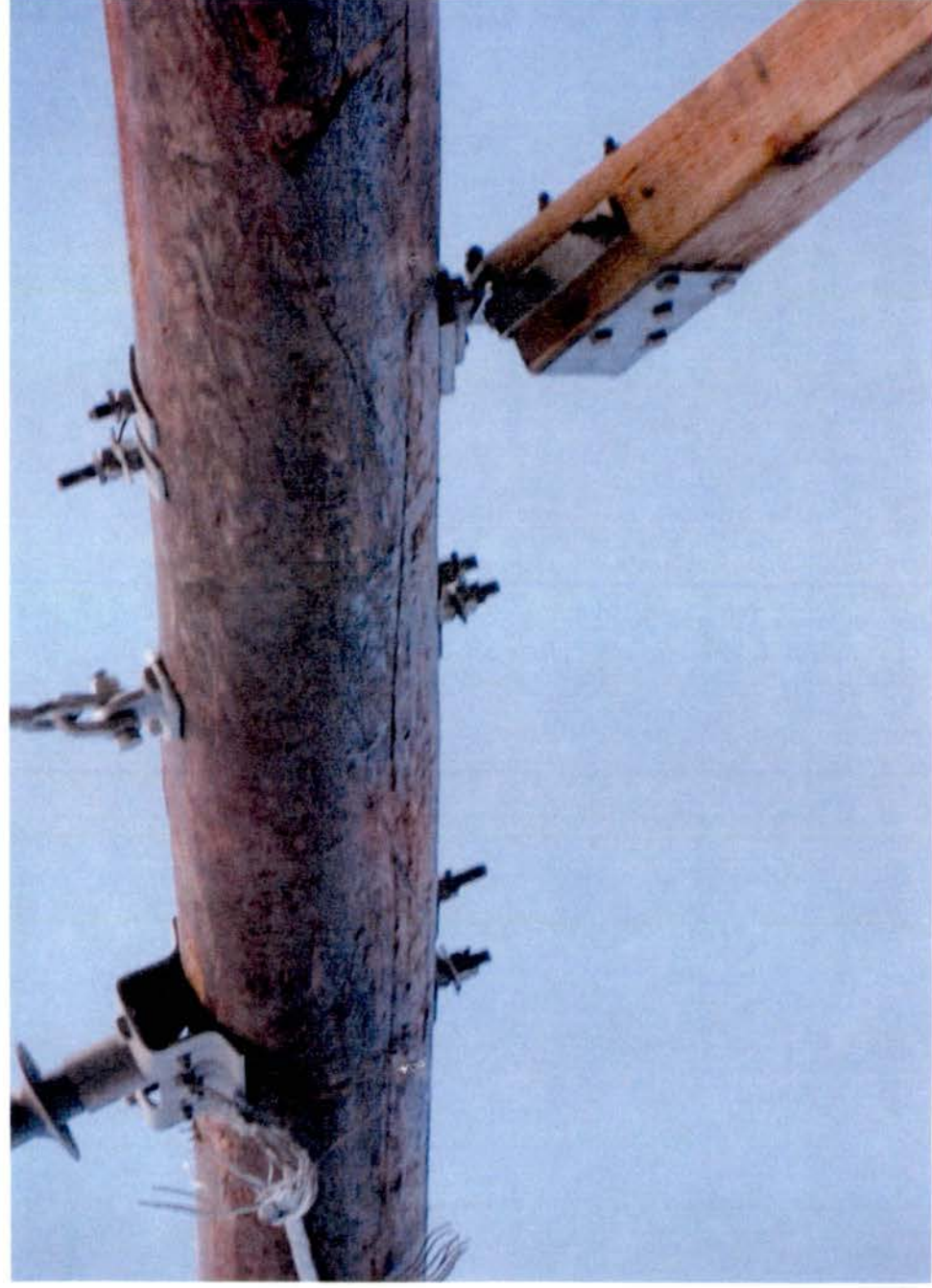


A Pole Structure 15884

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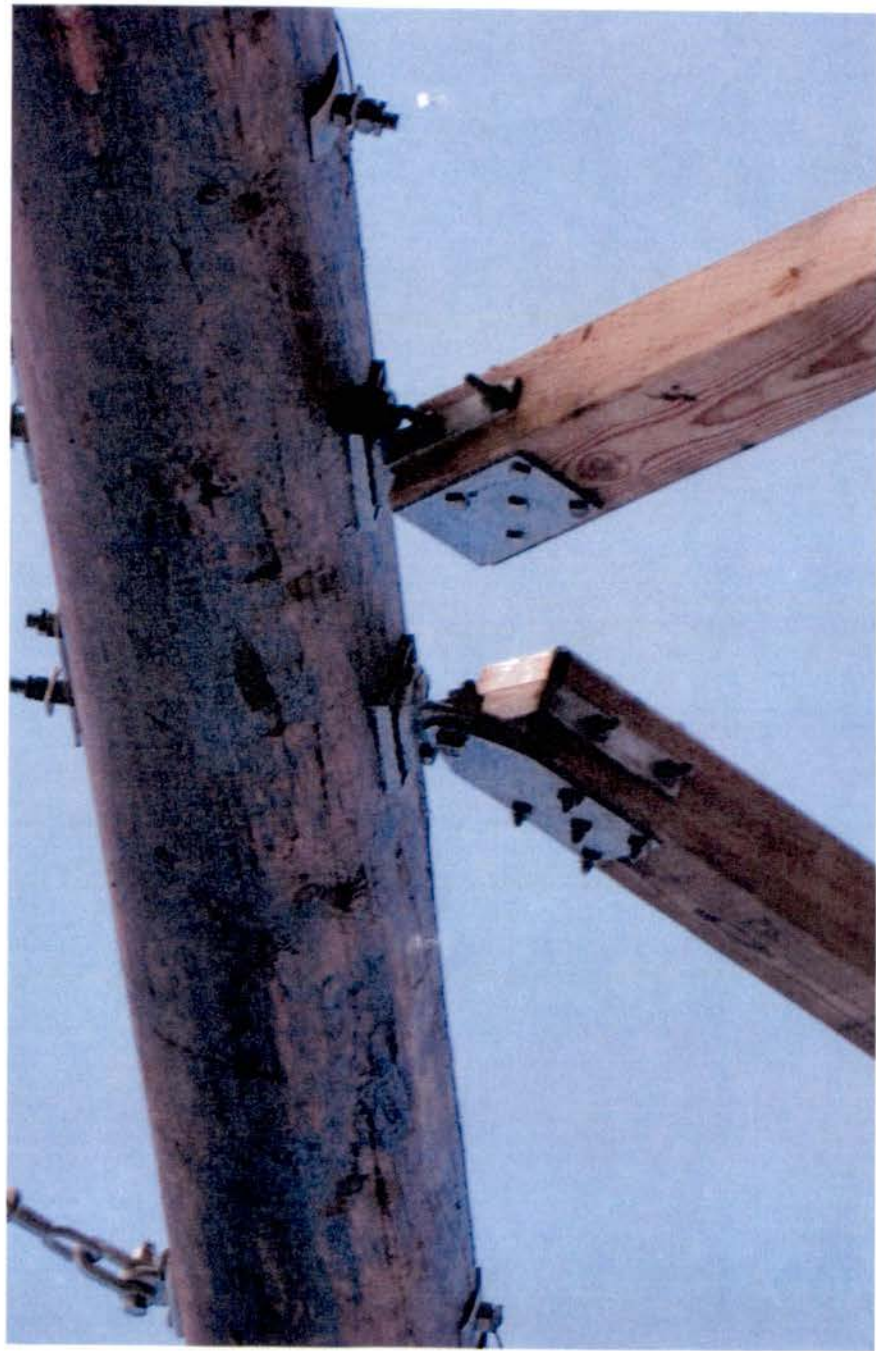
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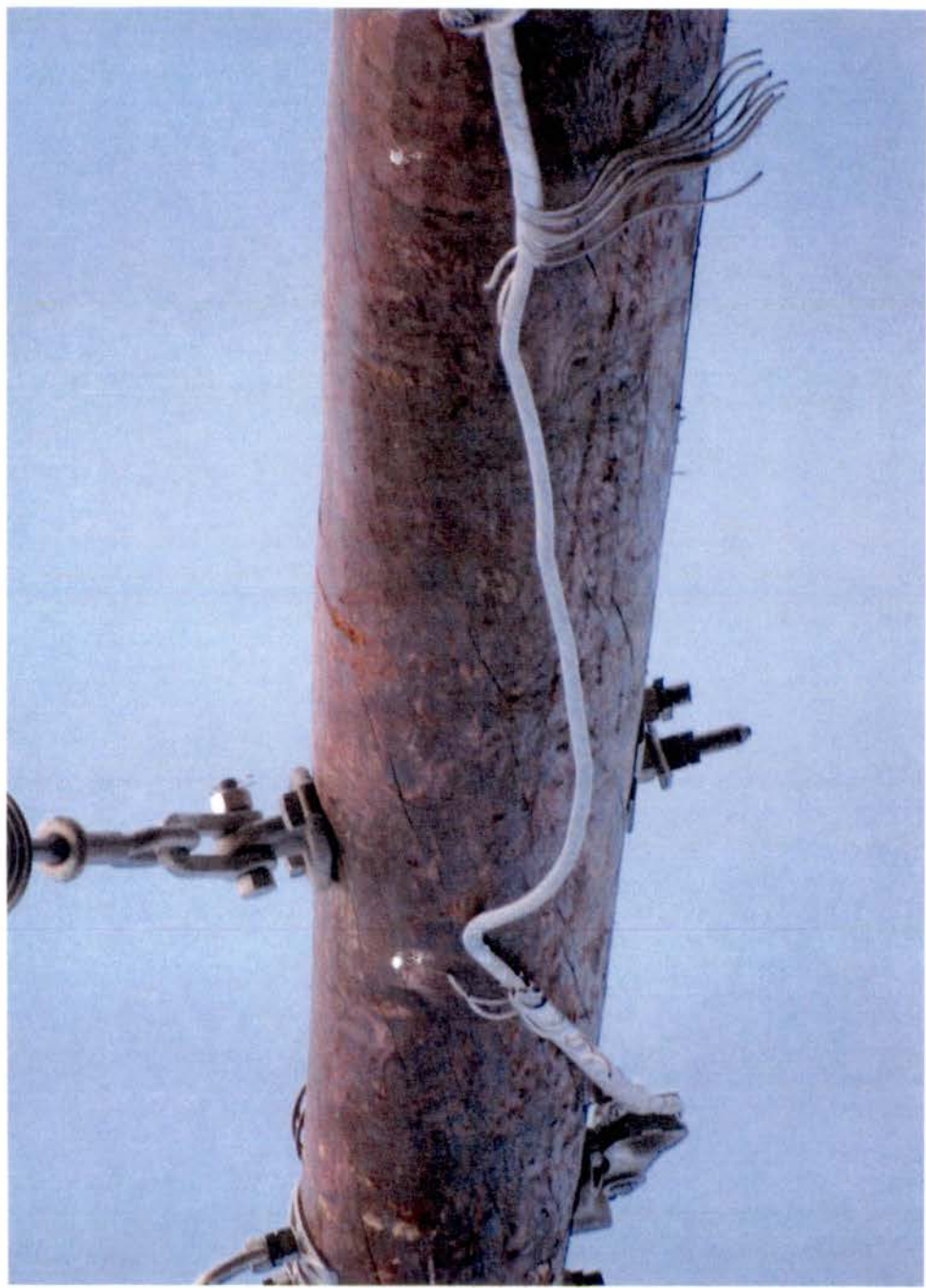
A Pole Structure # 15884

18

19 A Pole



20 A Pole Structure # 15884 with Broken Guy Wire still attached

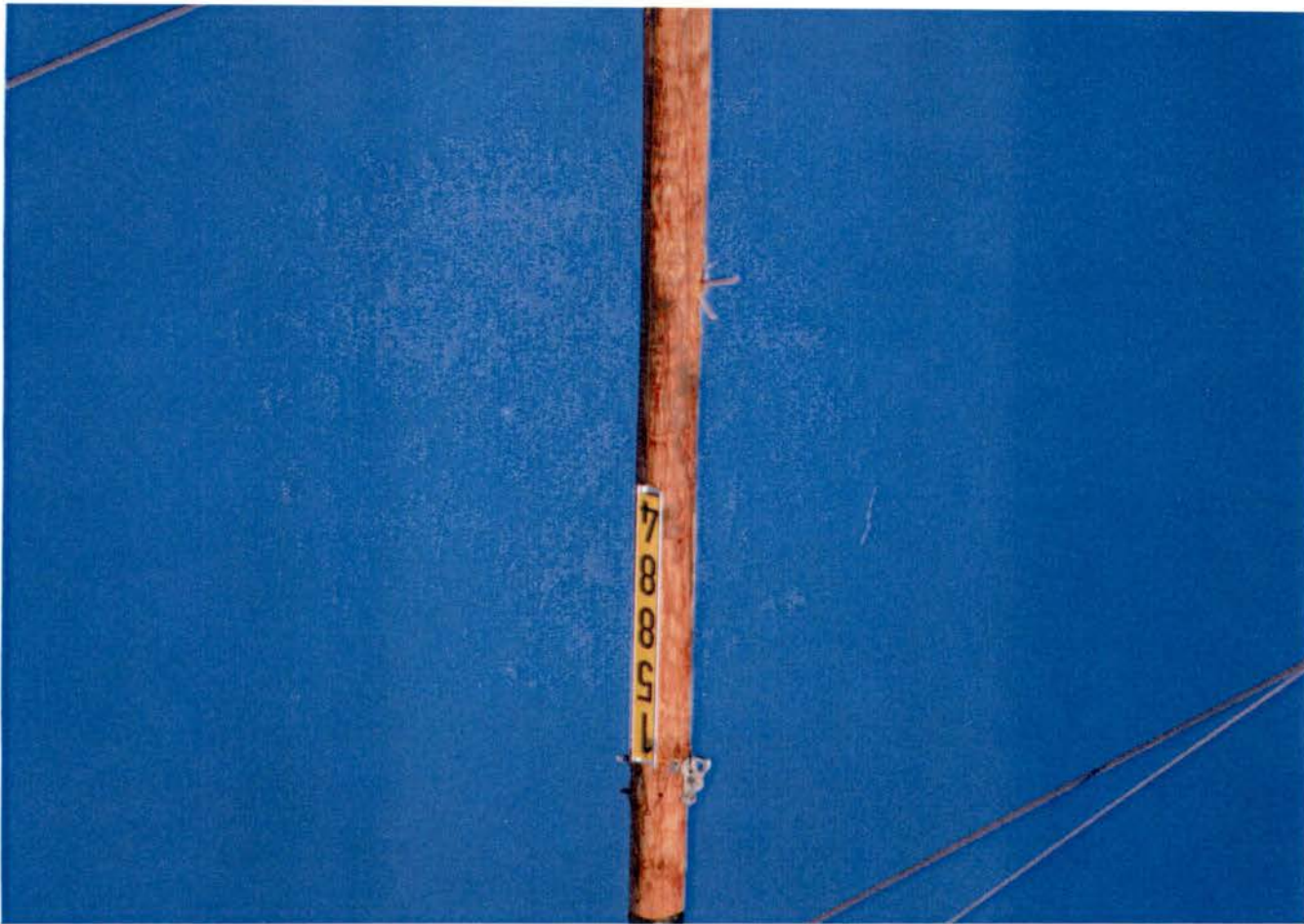




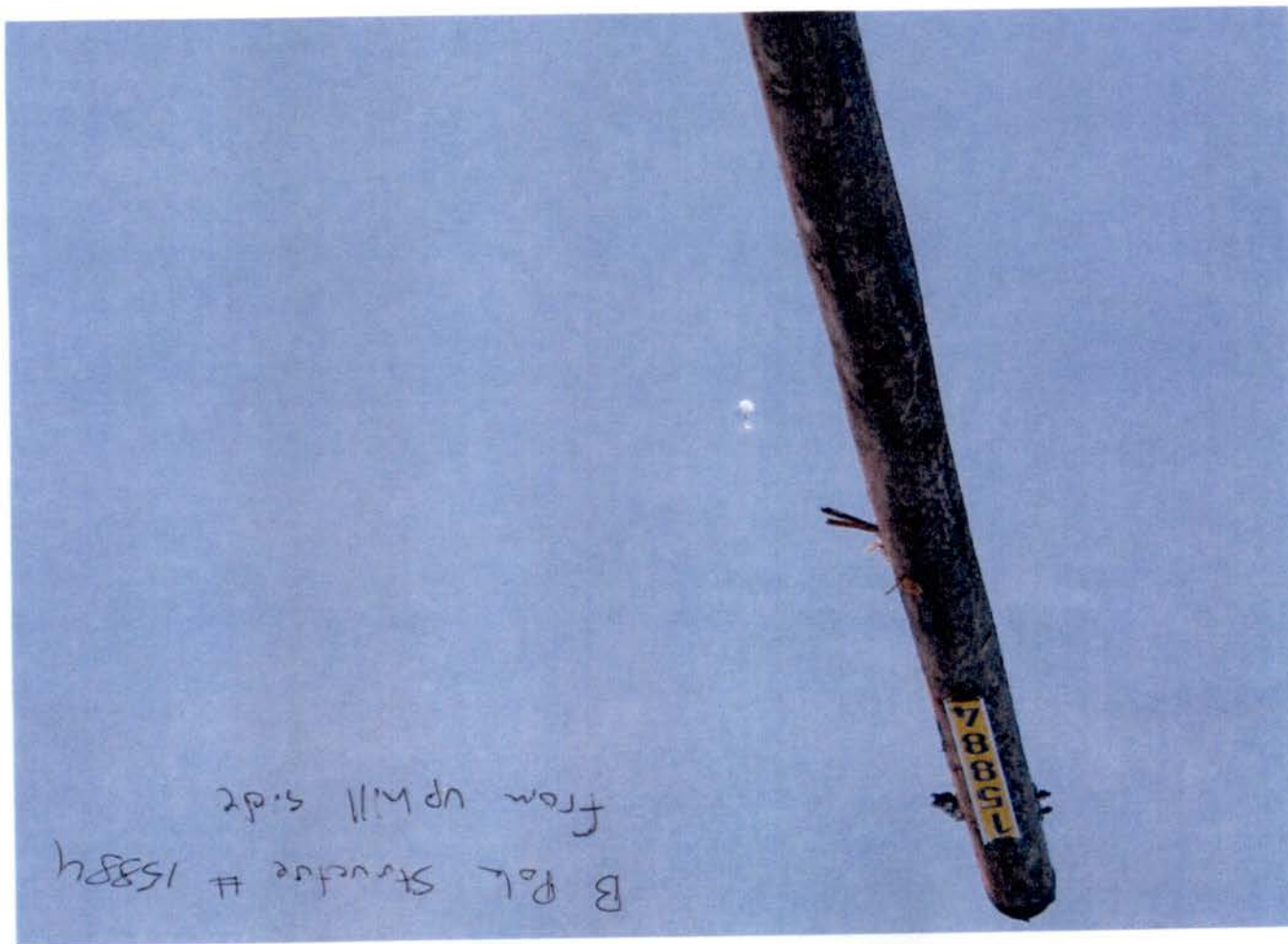
2 "A" Pole Structure 15884



22 B Pole Structure # 15884

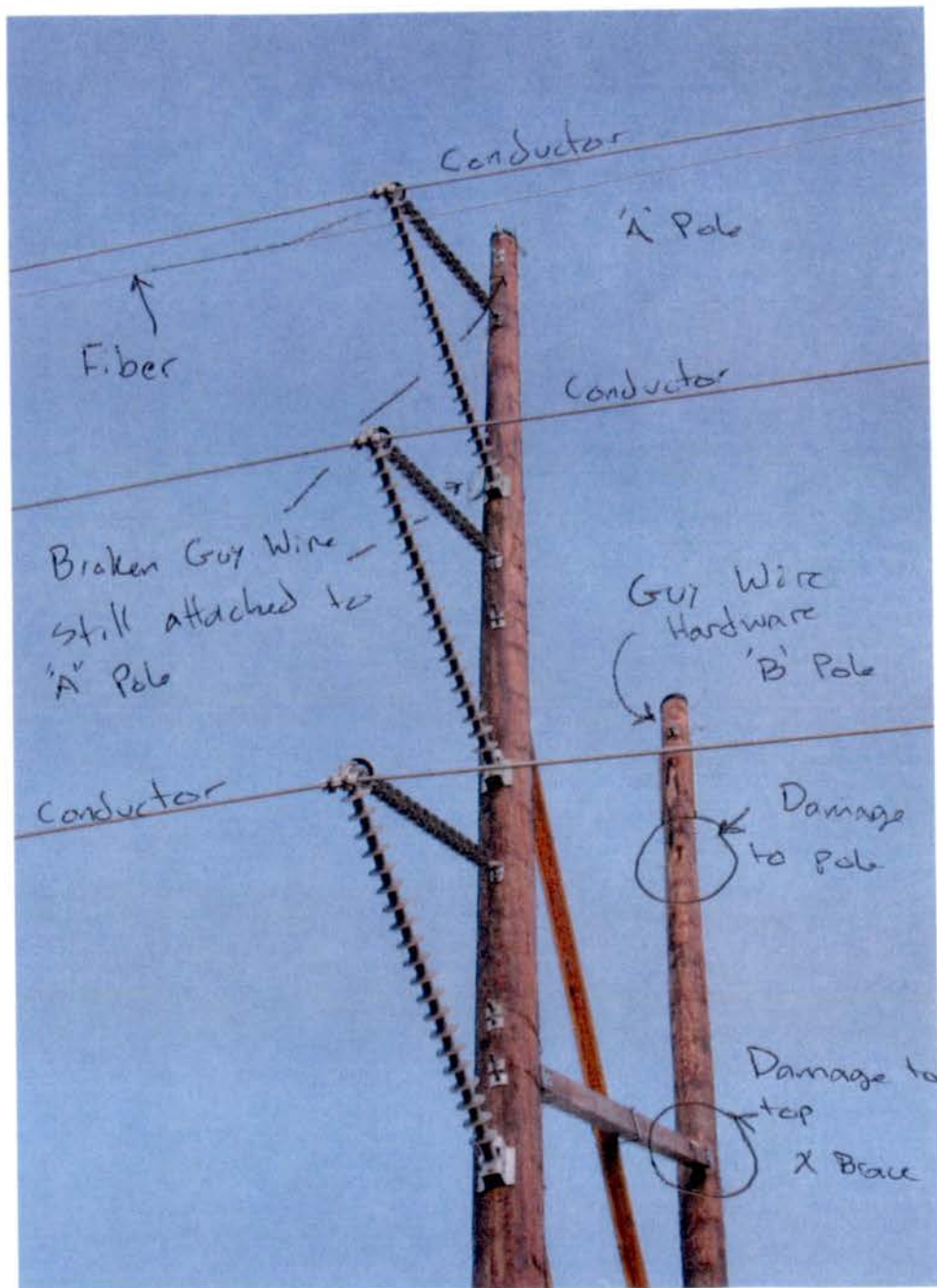


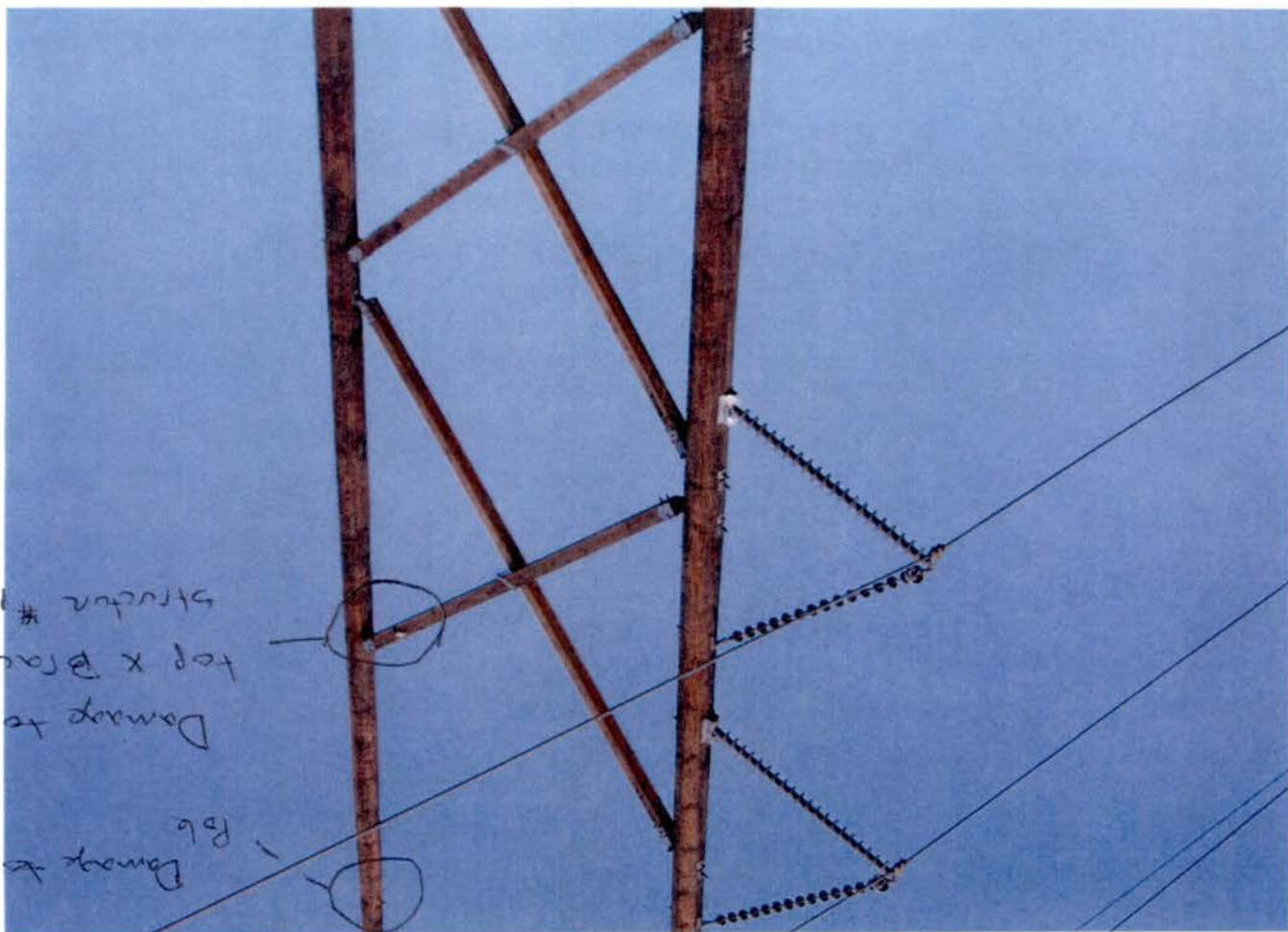
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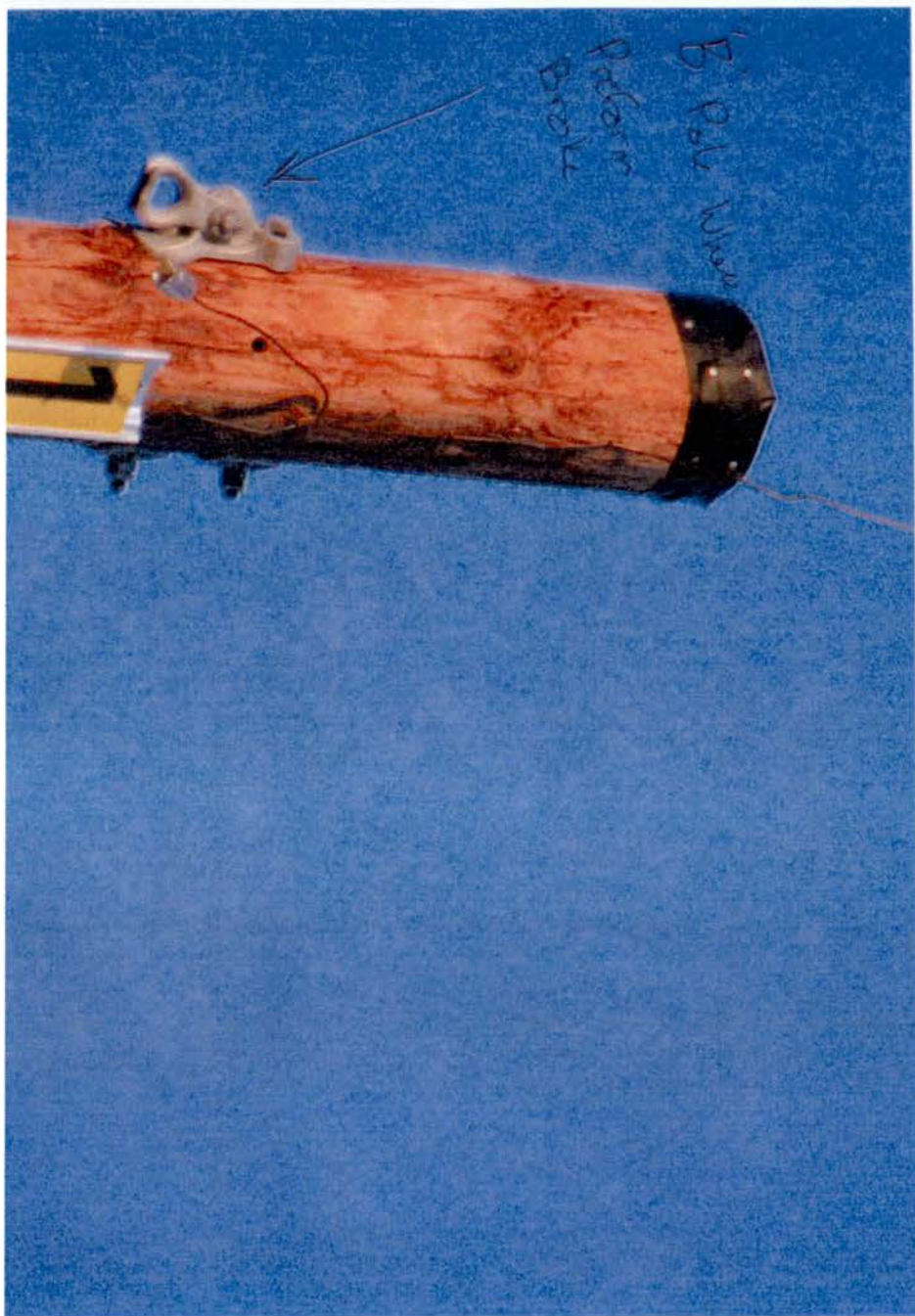
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B Pole Structure 15884

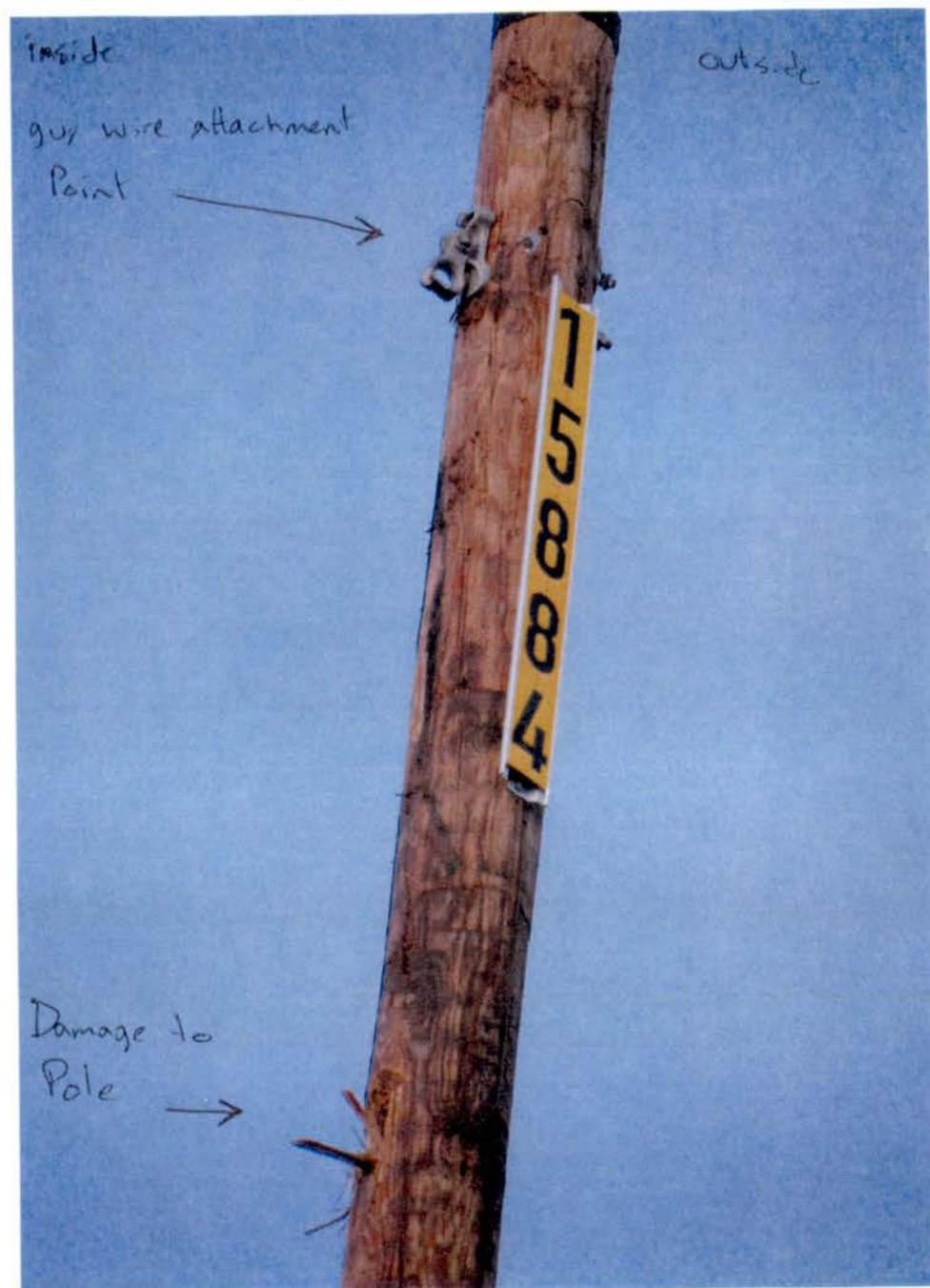


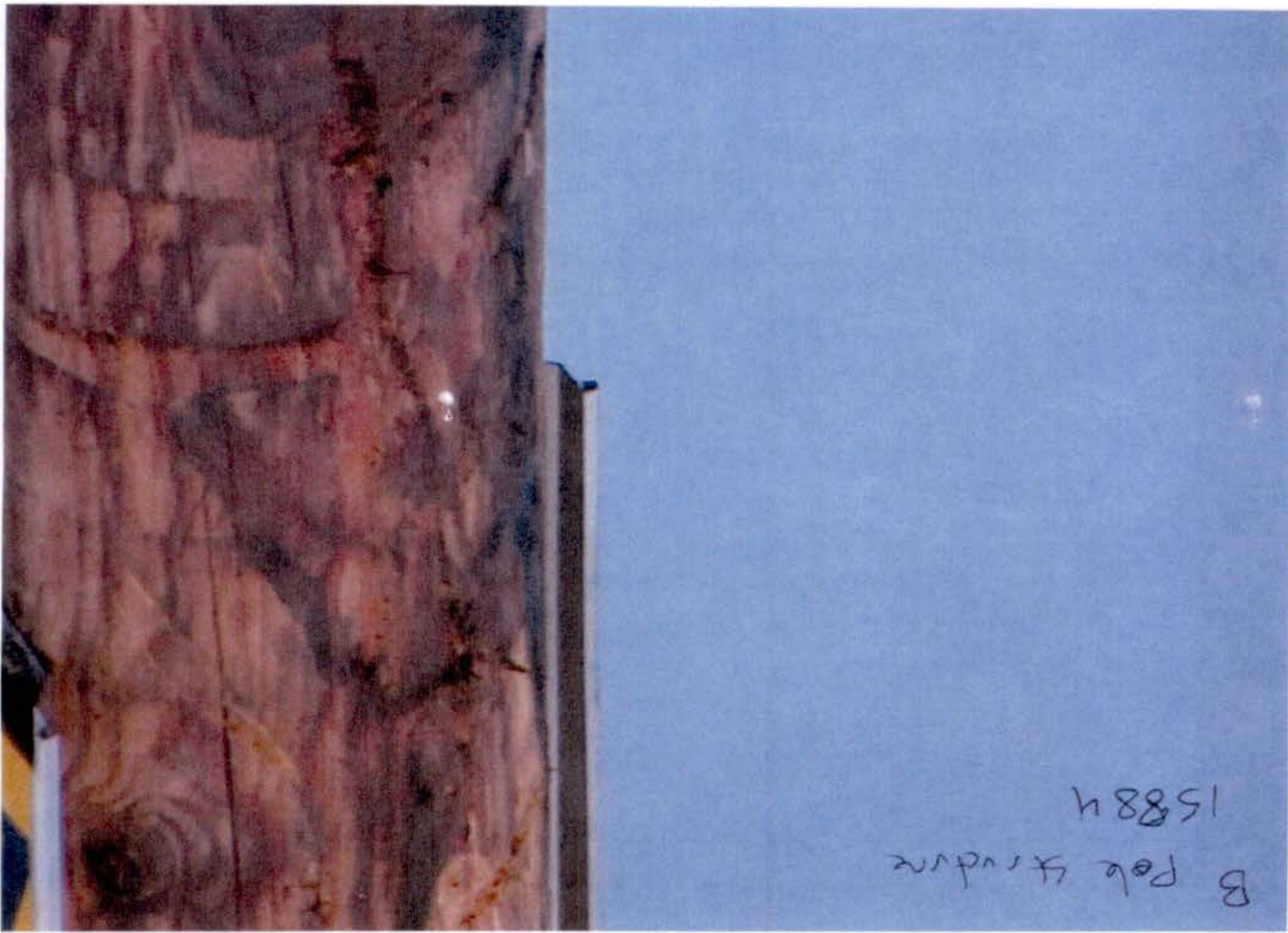


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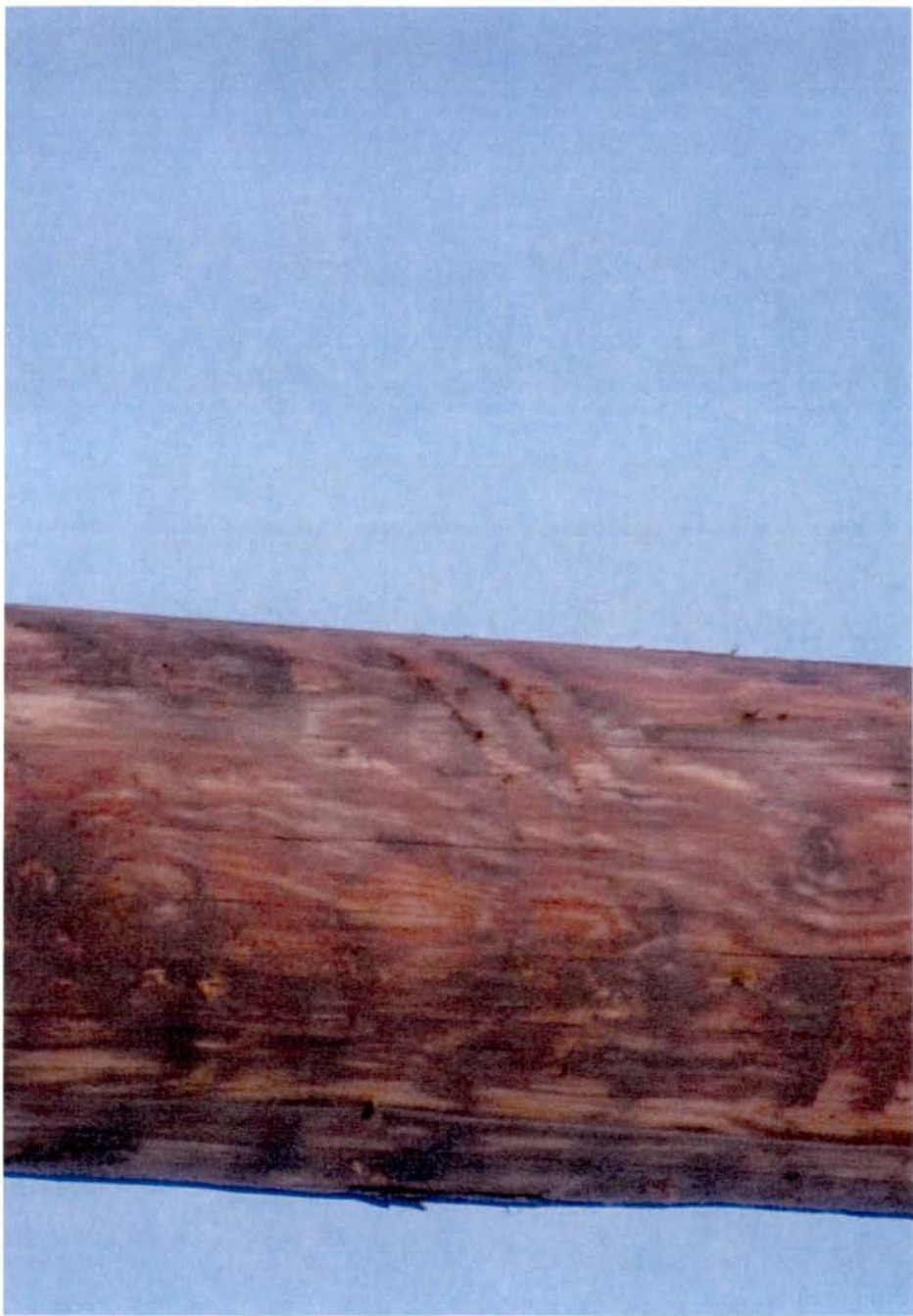


30 'B' Pole





nb



B Pole

34 B Pole Structure # 15884



B Pole Structure 15884



74



75

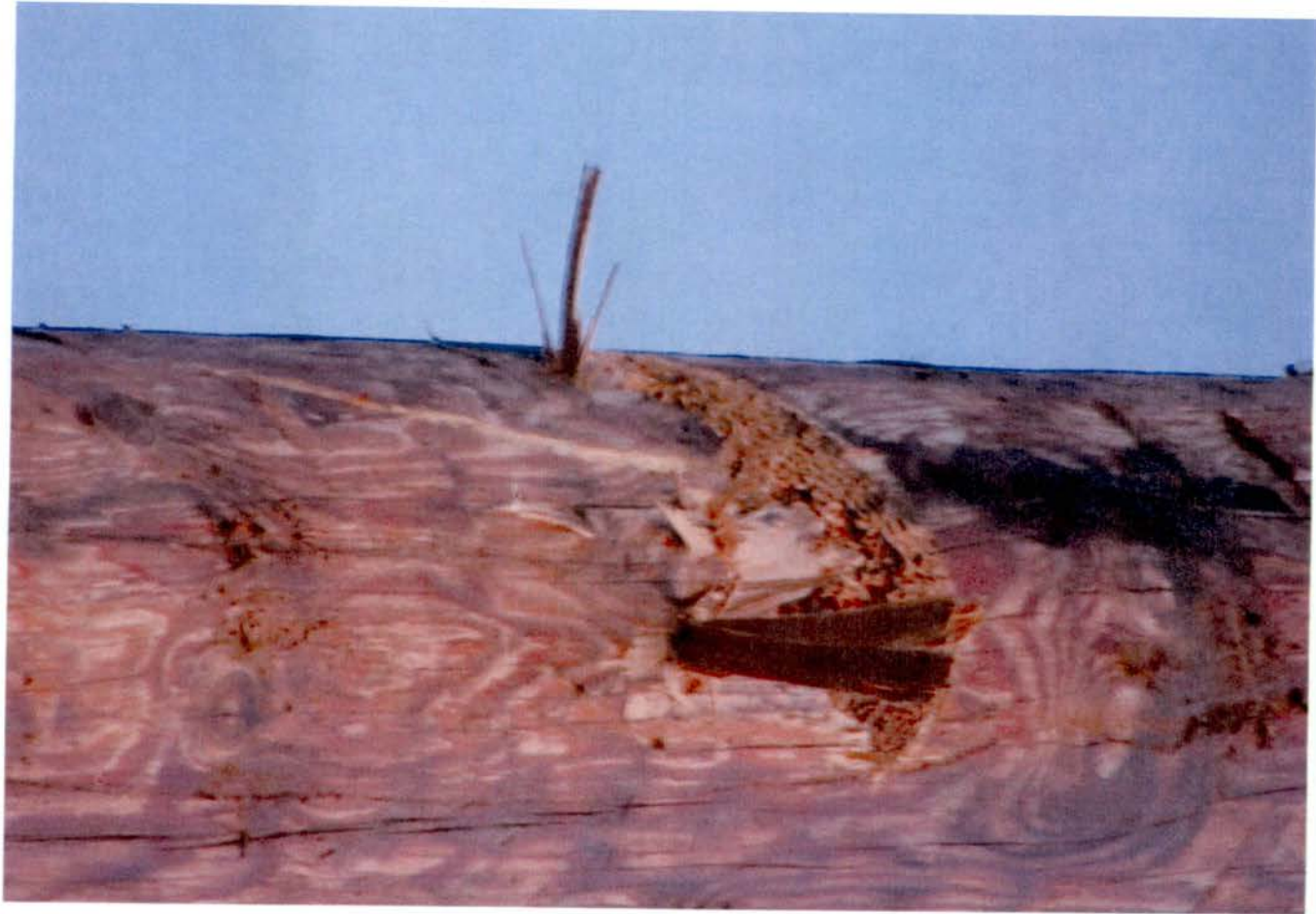
71 B Pole structure # 15884



72



81 B Pole Structure # 158841



110



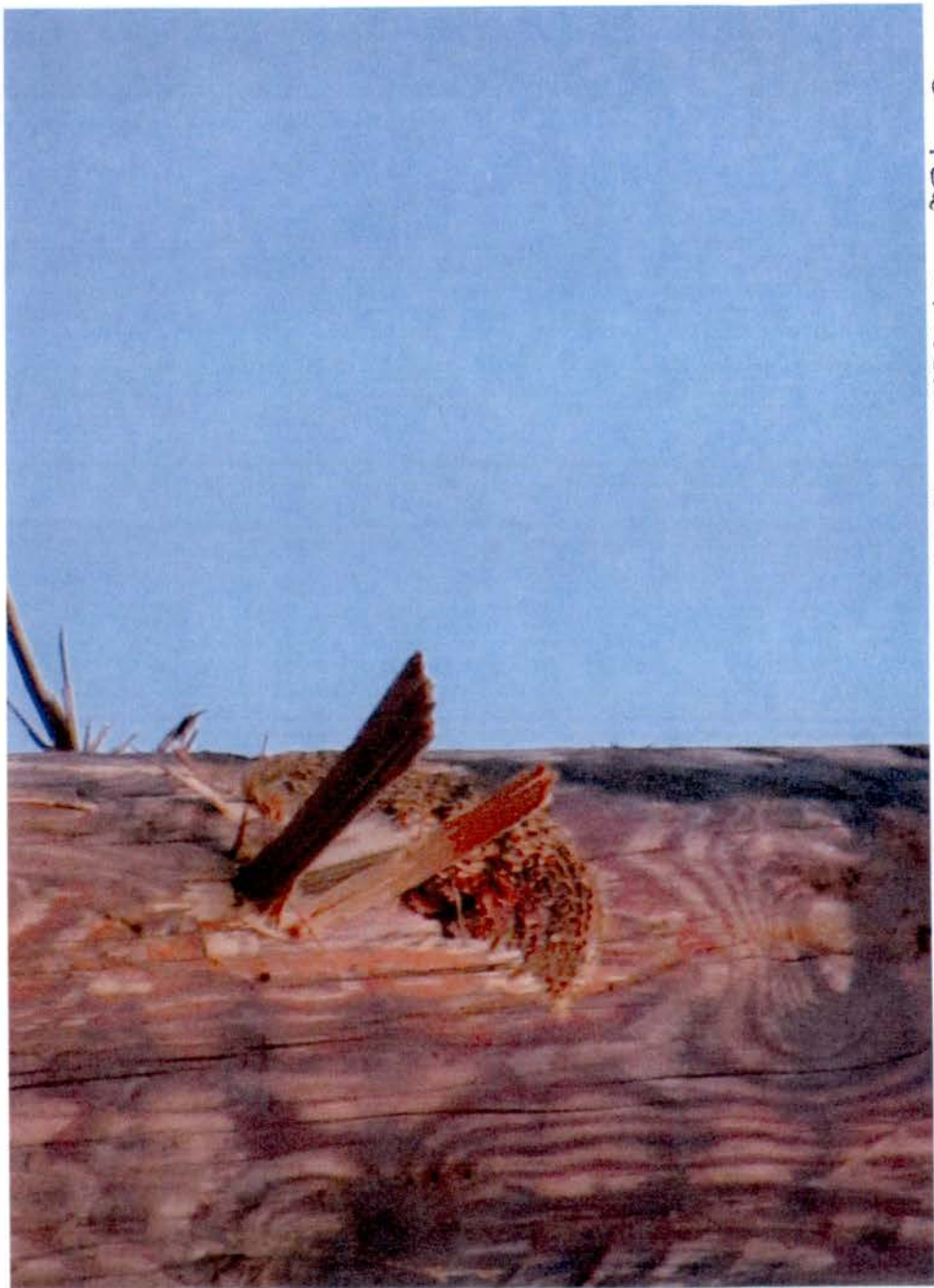
'B' Pole Structure 15884

#4 Pole Ground

Damage to B Pole Structure 15884

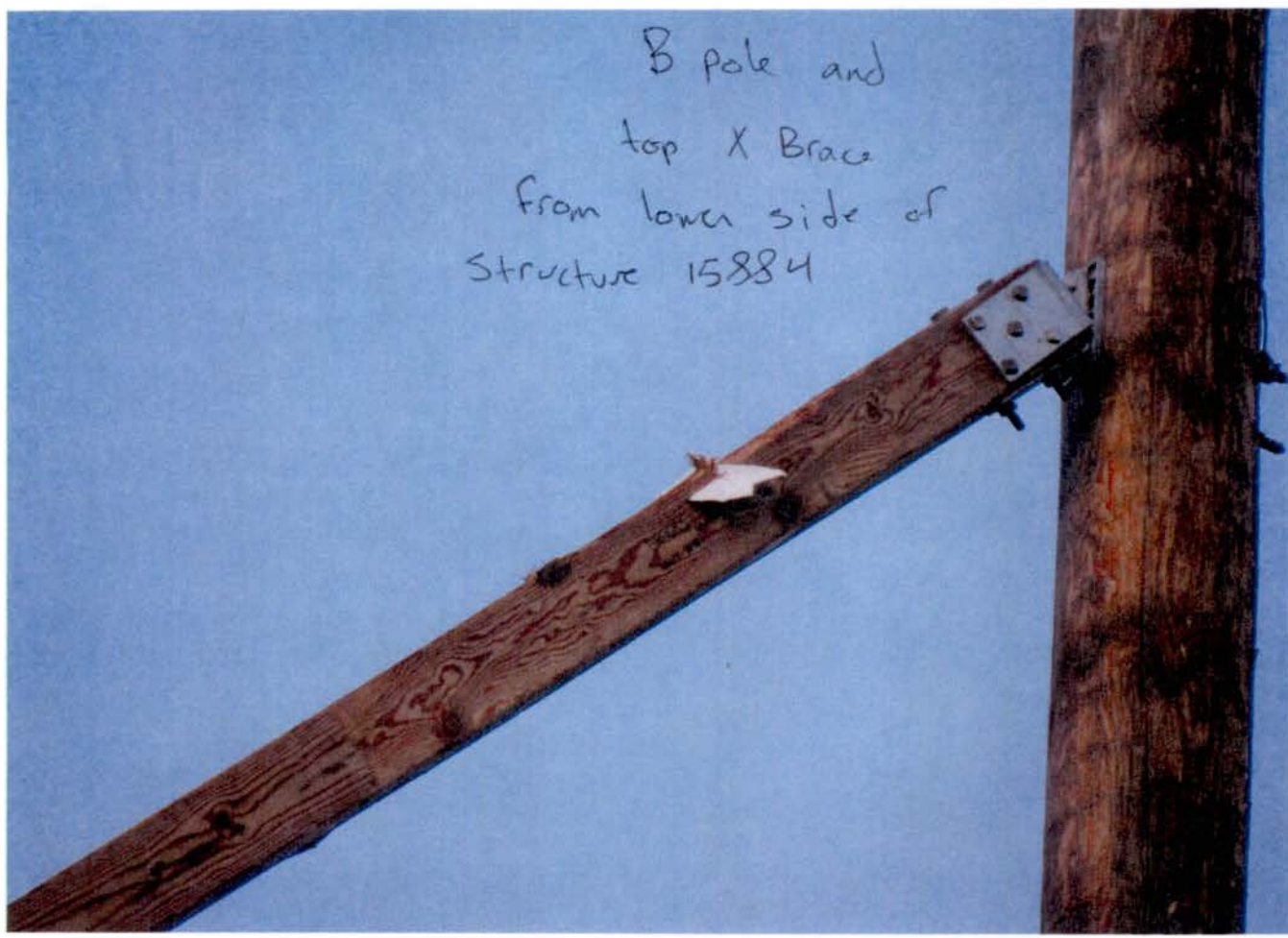


W2



B Pole structure 15884

B pole and
top X Brace
from lower side of
Structure 15884



Guy Wire Attachment Pt.

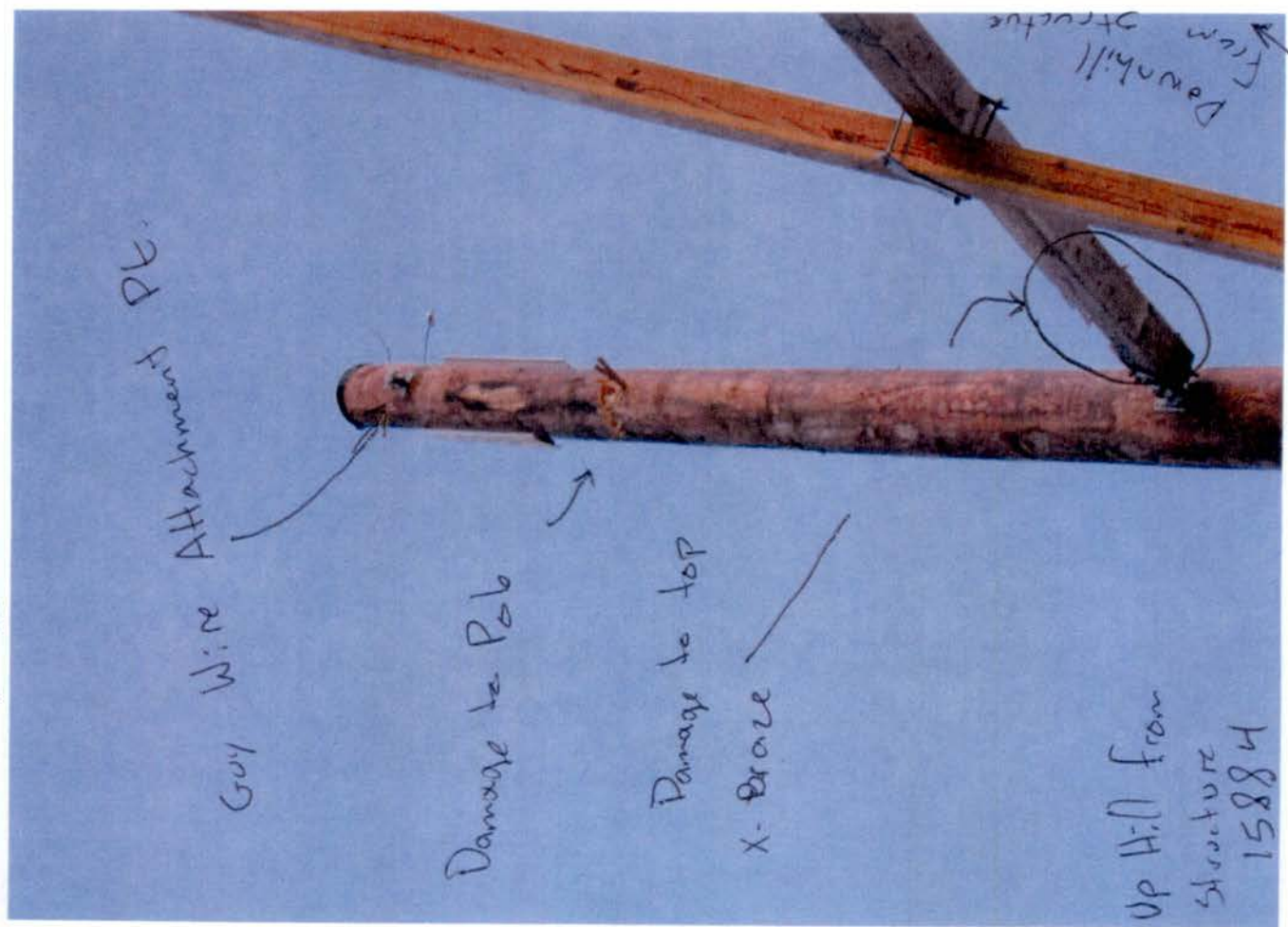
Damage to Pole

Damage to top

X-Brace

Downhill from structure

Up Hill from
Structure
15884

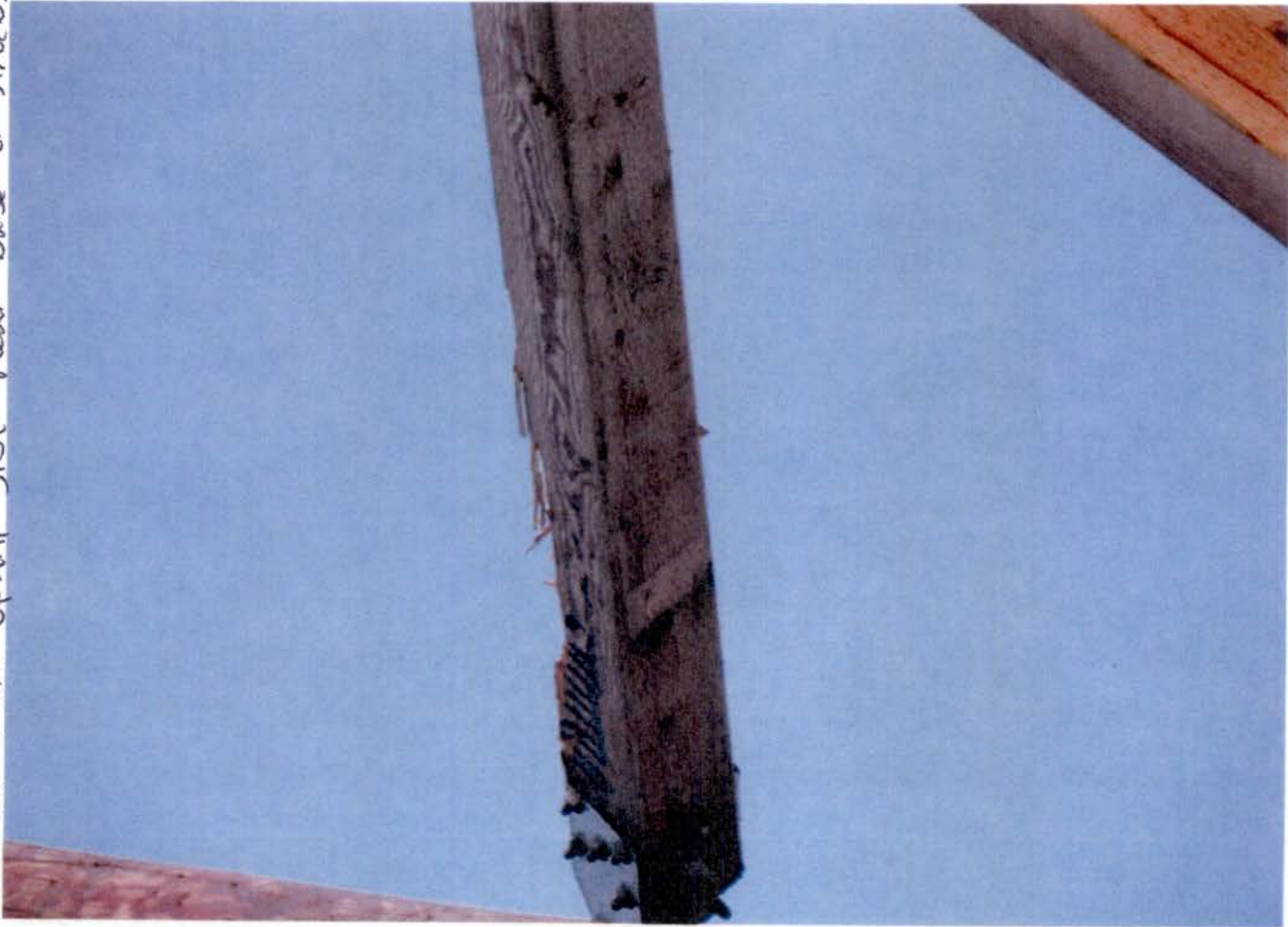


"B" Pole

44

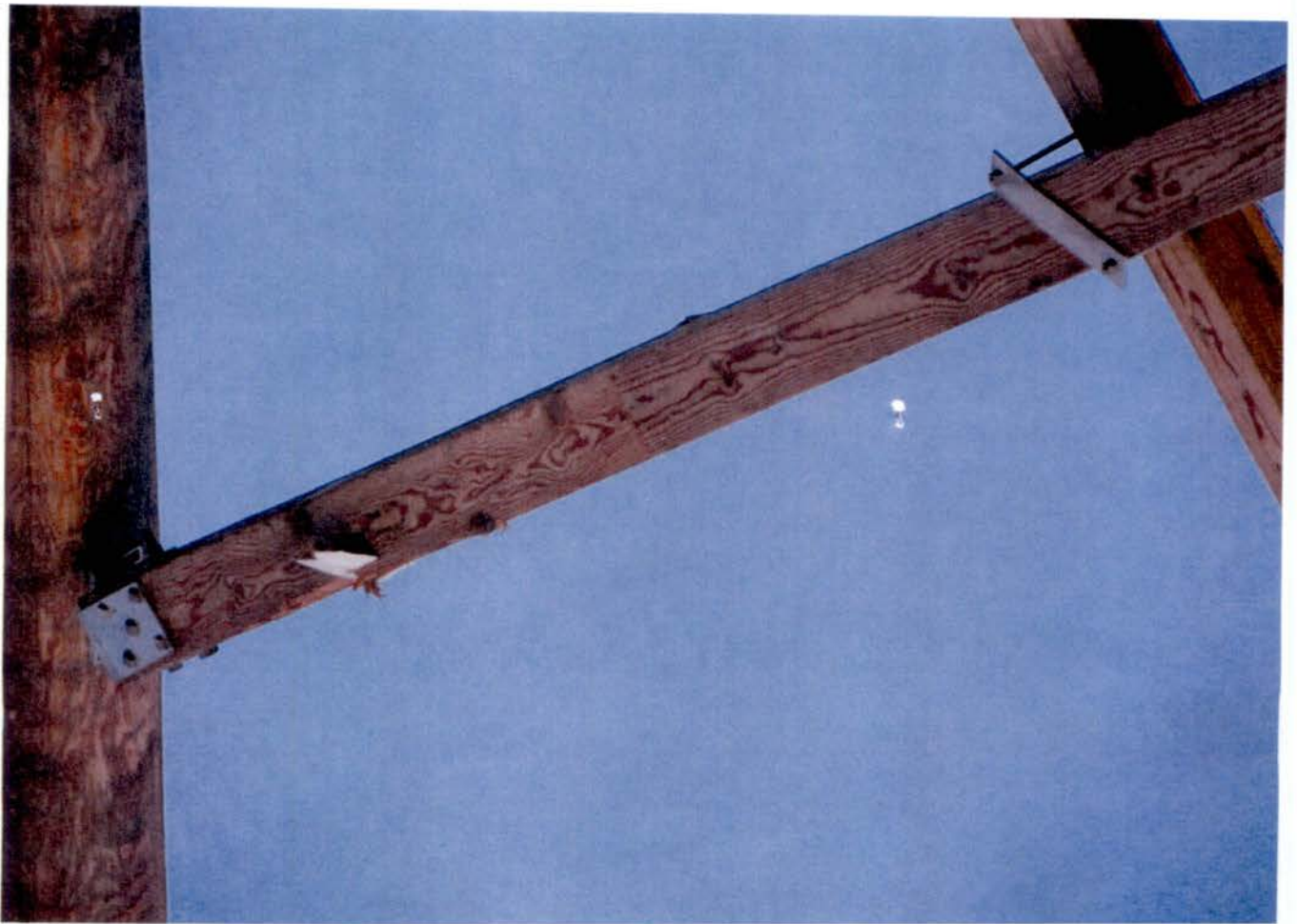
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Damage to top X Brace Structure #15884
taken from uphill side near Base of structure



W0





47