



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 15, 2021
Person Contacted: Karen and Jake Trybulski
NTSB Accident Number: ERA20FA074

Narrative:

Jake and Karen Trybulski were interviewed at [REDACTED] Mechanicsburg, PA [REDACTED] on January 11, 2020, at 1538 EST. Also present was FAA inspector William Gossley and Thom Webster of Robinson Helicopter. Her cell phone is [REDACTED] and Jake's cell phone is [REDACTED]. Jake's e-mail address is [REDACTED].

Their house had the Nest Hello video doorbell.¹ Inspection of their house revealed it had a magnetic field of view from 180° to 240°. Jake reported that on the date and time of the accident he was at home on their couch and heard “thumping” sound which slowed. He then heard a loud bang which shook his house. He immediately went to his back door then about 30 seconds later he received a text from his neighbor alerting him of the helicopter accident. He reported to NTSB hearing a “percussion” sound before the sound of impact. He added that the shaking of the house occurred before the impact.

At the time it was cold and clear. The sound activated his Nest Hello video doorbell. He “felt percussion when there was rotor sound.”

He is accustomed to Penn State Life Lion helicopters flying from Hershey, PA to Carlisle, PA.

¹ In response to an e-mail from NTSB to Jake Trybulski on January 12, 2020, asking for details about the video doorbell, he reported the next day at 1037 EST that, “From my porch level to the center of the camera lens in 50.5 inches. The porch sits 24 inches off the ground level. So total [height] from ground level to the center of the lens is 74.5 inches....”

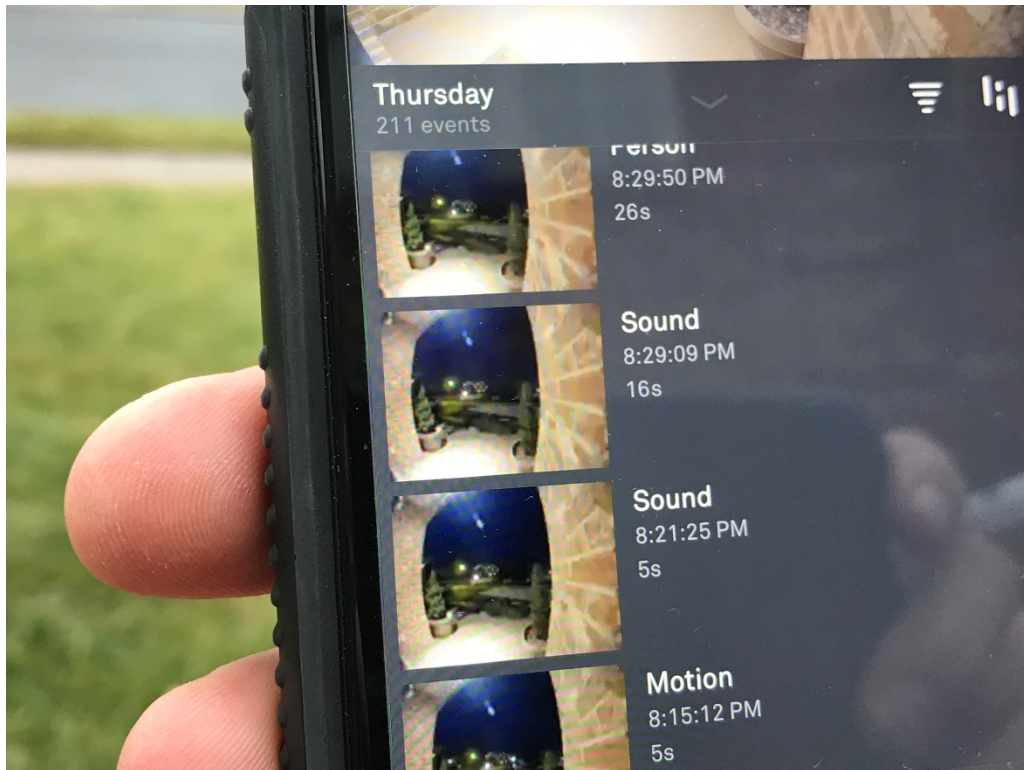


Figure 1: View of Nest Hello Sound Activation at 2029:09.

The digest was reviewed with her during the interview and she agreed to the content.



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Date: January 15, 2021
Person Contacted: Andrew McIntyre, Jr.
NTSB Accident Number: ERA20FA074

Narrative:

Mr. McIntyre, Jr., was interviewed at 21 Surrey Lane on January 11, 2020, at 1627 EST. Also present was FAA inspector David Gerlach. Mr. McIntyre, Jr., provided an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he was a U.S. Air Force transportation officer. He was not a pilot, but a friend took him flying in 1980. He was familiar with fixed wing aircraft consisting of the C118 and C130. He was loadmaster qualified. He also indicated that he was familiar with a military Blackhawk helicopter.

On the date and time of the accident, he was on a chair in his family room watching television. He indicated that he did not see the helicopter in-flight but he did hear it descend. To him it sounded like a C130. To him it sounded like something was wrong. He then heard no sound followed by impact. He went to his backyard and everything appeared to be ok. He then briefly checked his neighbors house and it seemed ok. He then went inside to the front of his house and it was also ok. He then went back to his backyard and met his neighbor, and observed what he initially thought was a playset, then he looked back and realized it was wreckage. A neighbor he met at the street called 911. He then went back to his house and saw a law enforcement officer. He noted a "rod" in the front yard and saw a tail rotor nearby. He noted one body near the wreckage.

He reported at the time it was “really dark outside.” He re-iterated that he heard a sound, followed by a period of silence, and then heard a “crunch” sound, which was muffled. The visibility was bad, which he later attributed to be from fuel vapor. He reported he went to the main rotor and smelled hydraulic fluid, but he did not smell JP4. He added that when he first heard it, he thought it was a fixed wing aircraft, but then while it was descending thought it was a helicopter that was in trouble.

He was asked the following questions:

What was the time span of the silence?
2 to 3 seconds if that long.

What was the time span between the silence and “crunch” sound?
Maybe 1.5 to 2 seconds.

FAA Questions:

During the descent did you hear any thumping and if so was it slow or fast?
He heard an irregular sound, which occurred closer to the ground. There was silence before the first “crunch” sound. At the time there was a slight breeze.

NTSB Questions:

Did he have any hearing issues?
He has slight tinnitus. He does not wear hearing aids.

He added that he had lived there since 1993 and was familiar with aircraft flying in that area.

The digest was reviewed with him during the interview and he agreed to the content.