

From: [REDACTED]
To: [REDACTED]
Subject: FW: Helicopter Accident at KCDW Saturday, June 4th, 2022
Date: Tuesday, June 7, 2022 12:36:46 PM

[REDACTED]

This is a witness to your Caldwell NJ case.

Regards,

Erik

From: [REDACTED]
Sent: Tuesday, June 7, 2022 12:23 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Helicopter Accident at KCDW Saturday, June 4th, 2022

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Location: KCDW airport
Date: 6/4/2022
Time: Approx. 12:00 pm EDT

I had just landed my Cirrus SR22, [REDACTED], on Runway 4 at KCDW right about 12:00 pm. The tower advised me to exit Runway 4 on Taxiway N and contact Ground. Just after clearing the runway on N, I contacted Ground and requested taxi to my tie-down spot on the RN ramp, which is the farthest tie-down area at the northeast end of Taxiway N. Ground cleared me to taxi via N and mentioned a helicopter coming in on Runway 28 that they presumably wanted to taxi behind me. As I began to taxi I saw the helicopter descending to Runway 28. The helicopter approach appeared to be normal, and I expected to see it enter a hover just above the runway, but then it suddenly climbed something like 100 ft straight up. When it stopped climbing, the helicopter maneuvered erratically drifting towards the north and descending. As it descended it spun around 2-3 times. At approximately 30-40 feet agl the spinning stopped and the helicopter appeared to stabilize for a brief moment before continuing a nose-low, forward descent into the grass north of Runway 28. It impacted the ground at about my 9-10 o'clock position from where I was on Taxiway N. The impact was definitely hard, but I would not describe it as particularly violent, and the helicopter appeared mostly intact immediately after impacting the grass. At about this point I asked Ground if they had witnessed the accident hoping that they were already initiating a response, which they acknowledged. The landing position of the helicopter was clearly unstable and the engine appeared to be producing power which resulted in it bouncing and twisting towards the airport fence and vegetation north of its initial landing position. This is when I remember seeing the tail boom breaking and the main rotor beginning to impact the ground/vegetation. I was surprised that despite the hard impacts of the main rotor it kept rotating. My thought was that the engine was clearly still generating a fair amount of power.

During this period I had instinctively slowed my taxi because my attention had been diverted by this startling event, but when I saw the main rotor disintegrating and throwing pieces 40 feet or more, I decided it would be best to keep moving along Taxiway N farther

away from the accident site. As I taxied away, what was left of the main rotor slowed its rotation and the helicopter engine emitted a cloud of smoke. Behind me a couple of people were running across the taxiway/runway towards the helicopter, and then some minutes later the police/fire/ambulances began to show up.

Roderic Mathey

Phone:

