

Main LZ- 39.8011709/-81.710492

LZ2- 39.7217891/-81.6100475

The main LZ is where he took off from in the morning but was working out of LZ2 when the crash happened.

We left Baymount hotel around 0700 and arrived at Cambridge Municipal Airport at 0710. Pushed aircraft 482TJ out of the hanger. While the pilot (Brett Smith) conducted a Pre flight on 482TJ, I Michael Franklin took fuel samples from the aircraft fuel tank and system that is on the truck before fueling the aircraft. Brett completed the Pre flight of the aircraft and stated that I only had to put 87 lbs of fuel into the aircraft, and I did so. I witnessed Brett taking fuel samples from the aircraft and he had me verify visually, the samples were clean, clear, and bright. I also had Brett verify visually that the samples I had taken were clean, clear, and bright. I secured the samples inside the truck cabin.

I made sure Brett had everything he needed before I left for LZ1 coordinates (39,8011709,-81,7170492). This location is where Dawson told Brett the night before that we were going to start the day working out of. Brett notified me halfway to LZ1 that Dawson changed the starting LZ to LZ2 coordinates (39,7217891,-81,6100475). I couldn't right away because I needed to get more fuel from the fuel truck that was stationed at LZ1. I had 875.69Lbs in the tanks on the truck so I only put 335Lbs. which brought my total onboard to 1,210.69 Lbs. I then set out to LZ2 and while I was traveling to LZ2 Brett started the mission before I got to LZ2. I arrived at LZ2 and the first thing I did was take fuel samples again. I inspected them and found them to be clear, clean, and bright. About 30 minutes of being there, Brett landed the aircraft for hot fueling. I pump 335 Lbs. of fuel. Brett took off to start another fuel cycle, completed a cycle then came back in. I pumped 321.6 Lbs. of fuel into the aircraft. Brett completed another fuel cycle and came in around lunch time 1215-1220 and shut down. The aircraft was on the ground for about 15-20 minutes. Within the time, we talked about how the aircraft was operating and there were no issues. I fueled the aircraft with 335 Lbs. of fuel while Brett dailied the aircraft and looked things over. Before take off Brett motored the engine to cool it down and waited for a little while 10-15 minutes. He proceeded to take off.

About 20-40 minutes later, a lot of broken radio traffic came over my radio. Over all the traffic someone said, "the helicopter went down". I reeled in the fuel hose and grounding cable, then retrieved the medical kit out of the trailer. I wasn't able to leave the LZ because I didn't have the coordinates of the crash site. 5 to 10 minutes later, I received the location of the crash site. I wasn't able to plot, my route. A Dawson manager shows up at the LZ, I give him the coordinates and followed him all the way to Morrisons Hill Rd. parallel to the crash site (39,713810, -81,560210). I met up with the authorities on the road and shared the crash site coordinates and brief them on the hazards that we may encounter. I followed the search team and paramedics to the site. They evaluated Brett and put him on the stretcher and carried him to the medivac aircraft. After they left the authorities took control of the crash site.

Michael Franklin

César Hernandez 7-23-23

Num. Emp. [REDACTED]

Llegamos al pit preparamos 7 rocas para
volar de 8 bolsas cada una

Empezo el helicoptero a volar le ganchamos
las bolsas checamos que fueran bien ganchadas.

Cuando el helicoptero para a hechar
combustible, esperamos que este listo, cuando
empieza a volar estamos listos para seguir ganchando
las otras bolsas ganchamos, se retiro del pit
bien y ya no supimos de el aproximadamente
era la 1 de la tarde

We arrived to the pit, and we prepare 7 rocks of 8
bags each rock. He starts to flight and we hook all
bags making sure everything it was secure and ^{hook} ~~hook~~ correctly. When
the helicopter stop to fuel up, we wait till he get ready, once
he started to fly, we hooked a full rock and he left the pit.
After that

07-31-23

The Weight of bags at time of Incident :

- 1) 1st drop ,10 Stations & Total Weight =130lbs (Was Dropped)
 - 2) 2nd drop , 10 Stations & Total Weight = 130lbs (Location Of Incident)
 - 3) 3rd drop , 10 Stations & Total Weight = 130lbs
 - 4) 4th drop , 10 Stations & Total Weight = 130lbs
 - 5) 5th drop , 11 Stations & Total Weight = 140lbs
 - 6) 6th drop , 10 Stations & Total Weight =130lbs
 - 7) 7th drop, 12 Stations & Total Weight = 150lbs
 - 8) 8th drop , 10 Stations & Total Weight =130lbs
- TOTAL = 1,070**

The Individual Total Weight of ALL Equipment in Heli-Bags:

- 1) Heli-Bag with Cone & Lanyard =22lbs
- 2) 3per Geophone =3.5lbs
- 3) Battery = 5.8lbs
- 4) GSR Box =1.5lbs

Thank,
Adrian Sanchez

SERVICE RECORD ENGINE ASSEMBLY

F-2782AT (F)

Part I
Page No.

Engine Serial Number CAE-895856

Engine Model 250-C30P[illegible]

Part IV
Page No.

Engine Serial Number	CAE-895756
Engine Model	250-C30P

Date	Elapse Time		Remarks	Signature and Certificate No.	Organization
	Since ON	Total			
3-23-2016	1822.6	NEW	I OBS. THIS Eng WAS INSPECTION A 150 HR NEW Eng WAS FOUND TO BE DISMANTLY		SUNNITELLI NNTC
10-14-2016	NEW	5549.5	Performed 2000 hr engine inspection. Ref: RR OHA 14W3, ED 2, Rev 23 dated 1 Apr 2017 and OMNI 14W2, Ed 6, Rev 24, dated 15 Nov 2017 Details on file under ASI WO: E65735		ASI
4-1-2016	NEW	5748.3	Replaced compressor scroll with SN:AP539688AA SN:AP534941AW OHM 14W3 Ed 2 Rev 23 Dated Apr 1 2017 Details on file under NGTT WO: 180603-163		TUS 6824