

From: [REDACTED]
Subject: Fw: Incident Report
Date: July 6, 2015 at 11:14 PM
To: Tyler Sturdevant [REDACTED] David Rath [REDACTED]

On Monday, July 6, 2015 11:08 PM, [REDACTED] wrote:

On July 1 at approximately 9:30 PM I arrived at Precision. I noticed two people preflighting a Schweizer 300C helicopter. In the time I was there I saw the aircraft take off and fly around the airport. Shortly after 10:00 PM I saw them fly North West of the runway. They were at approximately 500 feet above the ground. I heard the engine roll back and the helicopter began a auto rotation. I heard the main rotor blades flutter like they do when the blades pitch is increased after a rapid decent. I heard the engine RPM increase, at that point I heard the drive belts squeal. I recall the helicopter being very low. I then heard the helicopter make a loud thud. I knew that the helicopter was in trouble because of how low they were. I was a 1/4 of a mile from the helicopter. I drove in the direction that I last saw it. When I turned on the cross road from Dopp road I saw the helicopter in a hay field. I drove up to the site and saw that it was on fire. I rushed to help them get out. The aircraft was badly damaged and on its side. I only saw the pilot on the right side of the aircraft. I tried to reach him but the heat from the fire was to hot for me to try to get him out. I yelled at him several times. At that point I saw no movement from him. I heard no sounds from the pilots. I called 911 for help. I went to Precision for fire extinguishers. I returned a few minutes later with the extinguishers and Mitch Sturdevant to help me. The fire department was there. At this point the helicopter was completely engulfed in flames. I remember it being very dark. No moon in site. The light from the fire was all I remember.

From what I recall the engine sounded normal and the helicopter sounded normal in performing a auto rotation. It was quite normal for me to hear it that way after working for Precision for the past three years. I didn't see anything on the helicopter that would lead me to the cause. The only thing I heard before they crashed that raised concern for me from my experience is the squealing belts.

If you have any questions call me at [REDACTED]

Jeff Barnes

911 Barnes
[REDACTED]

7-2-2015



RECORD OF CONVERSATION

Date: July 7, 2015

Time: 1730 PDT

Person Contacted: Brett Hansen

Subject: WPR15FA205 N5608W, Schweizwer 269C, Newberg, Oregon 7.1.15

In a telephone interview with Mr. Hansen, he said that at the time of the accident he was in his home with the windows open, and the helicopter passed his residence very, very low. He said the engine sounded rough, somewhat like the sound cards make in bicycle spokes, and that it went by very fast toward the south. He also said that the helicopter was making a high pitch whining/squealing sound, and then it went silent. He heard it hit, and then called 911. He then drove to the accident site, which was just a short distance away, and said that the fire started right away.....right after it hit the ground.

Thomas M. Little
Air Safety Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington

On Wednesday, July 1, 2015 at approximately 10:15pm:

Heard high-pitched squealing noise like ungreased belts on a car followed by a loud sound like a backfire. Approximately 5 minutes later Jeff Barnes drove up to the house honking his horn and asked me to get in his vehicle where he made me aware that a helicopter had crashed. We gathered three fire extinguishers from Precision and drove to the crash site. Upon arrival, a Newberg Fire Department vehicle was just pulling onto the scene. Once our truck came to a stop, Jeff and I exited the truck with the fire extinguishers and approached the crash. We were unable to get within five feet of the helicopter as it was fully consumed in flames. At this time one of the firefighters asked us to step away from the helicopter. We proceeded to set down our fire extinguishers as the Newberg Fire Department took control of the scene.

Note: Prior to the incident, the helicopter could be heard operating on the airstrip. At this time there were no audible concerns.

A black rectangular redaction box covers a handwritten signature or name.

7/2/15