



Statement for the record – excerpt from Sheriff's report

Date/:	September 12, 2018
Statement provided by	Robert B. Guilfoyle (occupied hangar next to accident pilot)
Statement recorded by:	Lt. Kent O'Donnell, Coroner, Yellowstone County Sheriff's Department
Subject Aircraft Accident:	WPR18FA260: RotorWay Exec, N166LC, Billings, MT September 12, 2018

On the day of the accident, September 12, 2018, the coroner for Yellowstone County, Lt. Kent O'Donnell, secured a statement from Mr. Robert Guilfoyle, the occupant of the hangar located next to that of the accident pilot. The content Lt. O'Donnell's of the statement is as follows:

"I spoke with Robert "Bob" GUILFOYLE ([REDACTED]), Shepherd MT, ([REDACTED]). Guilfoyle advised me that he was working in his hanger #7, which is directly across from hanger #10, which belongs to Coons. He advised me that Coons had been flying around doing hovering and maneuvering, testing the helicopter trying to perfect issues. He also advised that the helicopter was a Rotorway Executive, tail number N166LC, that Mr. Coons had been building/working on it for the last 3 years, and that he had been having problems with 'Rotor Vibration'. He advised me that Mr. Coons had an IPAD somewhere, which he had been using for testing and diagnostics, which would have all the data and his notes on what he had done and been working on. Mr. Guilfoyle said that this was at least the second helicopter Mr. Coons has built; the last one was when he was in North Dakota, which he flew regularly. The accident Rotorway he had, he had not really flown, but had just done maneuvering around. Mr. Guilfoyle stated that on the morning of 9/12/18, Coons had been testing and flying the aircraft, and that not an hour before the crash Mr. Coons had landed in front of his hangar. The two chatted briefly, but nothing of relevance in regard to the crash or the helicopter itself. Just small talk.

(note: it should be noted that during the investigation, the IPAD that Mr. Guilfoyle mentioned in his statement to Lt. O'Donnell, was not located within or around the wreckage, or in the pilot's hangar on the day of the accident, nor on the day following the accident during he follow-up examination.)

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