

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

FATAL CRASH OF A FIREFIGHTING

*

HELICOPTER NEAR PAYSON, ARIZONA,

*

Accident No.: WRP20LA211

ON JULY 7, 2020

*

*

* * * * *

Interview of: DOUGLAS CUPP, Fire Chief

Greater Eagle Fire Protection District

Arizona

Thursday,
July 9, 2020

APPEARANCES:

ERIC SHAMBORA, Air Safety Investigator
U.S. Forest Service

MICHAEL REID, Aviation Safety Officer
U.S. Forest Service

JENNIFER MARTYNUIK, Regional Aviation Safety Manager
U.S. Forest Service

MICHAEL FUSILIER, Helicopter Inspector Pilot
U.S. Forest Service

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Douglas Cupp:		
By Mr. Shambora		4
By Mr. Reid		21
By Mr. Fusilier		23
By Mr. Shambora		25
By Mr. Fusilier		29

I N T E R V I E W

MR. SHAMBORA: All right. This is Eric Shambora, United States Forest Service air safety. It's Thursday, July 9th, and I have with me Douglas Cupp from the United States Forest Service, who was functioning as line safety for Division A and Division D on the day of the aviation mishap.

INTERVIEW OF DOUGLAS CUPP

BY MR. SHAMBORA:

Q. So with that, like I said, Doug, we'll just let you start talking your way through what happened. You can start at any point that morning or that day, and then take us all the way through the accident sequence, and then your response to that. We're not going to say anything, we'll just be taking some notes.

A. Okay. And I'll start to just clarify. I'm not from the Forest Service. I'm a cooperator with the state, so I work -- I'm the fire chief of Greater Eagle Fire Protection District.

Q. Oh, thanks. Okay.

A. It was -- the cooperator agreement is (indiscernible) or a safety two. And then when I arrived, they needed a safety officer out on the field because it was such a rural area, and accepted the assignment to be spiked out with Division A and D. I'll start with the morning of the incident.

The -- a decision was made where the work -- to move our camp where the work was closer. So we were all dropped off at Helibase 2 the night before, and we spent the night there. In the morning

1 of, we had started planning missions to move our spike camp to
2 Helibase 5.

3 That was where a majority of the heat and majority of the
4 work was being done, and we needed to be closer to those sites.
5 So that morning, the operation that 3PB would be assigned to was
6 slinging equipment that we had at Helibase 2 to Helibase 5.

7 Before the first load, we started -- I was just observing
8 that loads were being packaged in sequences of gear, and then
9 Hazmat separate, and then the last would be supplies, as in a
10 portion of water and Gatorades. And those would -- items would be
11 last, and our gear would go first. So as soon as all of that was
12 -- started to be prepackaged, I began my hike from Helibase 2 to
13 Helibase 5.

14 That particular day, my mission was not only to make it to 5
15 to inspect the area, to make sure that it was good to receive all
16 of the loads, but I also needed to make it to Sling 4. That
17 particular day, I was advised that there was cell phone range.
18 It'd been at least 24 hours since I touched base with safety from
19 the teams. There was some breakdown in communications of just not
20 being able to get out to -- due to my cell phone or by radio
21 without a repeater.

22 So a few things had transpired, I just wanted to make sure
23 that I got to an area where I could have connectivity. And so
24 that was going to be my day, was to make it to 5 and then to
25 Slingspot 4 at the very edge of the fire. That was also where the

1 slop-over was 2 days prior, and I wanted to take a look at that.

2 So I made it to 5, met with Tony Ballou, who is Division D.
3 He also made it to Helibase 5. We made a little connectivity,
4 REMS 1 was also going to make it there, and they were also on the
5 way to Helispot 5. We coordinated a few things between where the
6 medics would be positioned, where REMS 1 would be located, and
7 where REMS 2 would be located at that point.

8 We -- after grabbing meals there, I proceeded to Slingspot 4.
9 About halfway there, I ran into several of the Hotshot crews that
10 were working in the area, and as I got nearer Slingspot 4, I
11 received cell phone range. And my phone, of course, is dingy of
12 the lack of connectivity. Everybody was wanting for information.

13 So I stopped there, started answering calls, and Division D,
14 Tony Ballou, met me there and caught up to me since I had stopped.
15 We began the hike together. So as we started to get really close
16 to Slingspot 4, we had not made it there, and he had turned around
17 to say something to me.

18 So we would have had our backs to 3PB during all those
19 missions. I'm not sure what missions -- how far along he was in
20 the multiple transfers that he was making, but our backs would
21 have been to him and would not have probably even seen what
22 happened if the timing had not been that the Division had turned.

23 He was leading, and turned to say something to me, and he
24 immediately made some remark of, holy crap, what is that? I
25 turned to look to see what he was looking at, and we observed 3PB

1 struggling in what I think I would observe as a pendulum -- and
2 I'll show you later of what that kind of looked like to me -- to
3 where it was moving lateral left and right from where I was
4 positioned. And his nose was towards the mountain -- towards the
5 mesa, where the big large outcropping was.

6 He had then said, we better call that in. So at that point,
7 as soon as he said that, I saw 3PB nose to the sky. I reached for
8 my radio, so my eyes went off of the aircraft at that point, just
9 to grab my radio to call for help, as we I think both made the
10 realization that he's not going to get out of this one.

11 I observed the aircraft as it was nose to the sky, it began
12 to either become inverted or at least have a right twist to it to
13 where it started to fall. At that point, I observed no sound from
14 the aircraft to where I did recall that it was under power. And
15 when it was struggling, it seemed like it was under power.

16 But at the top of where it started to make the complete shift
17 from where its nose was to the sky, it was -- I did not recall a
18 sound coming from the aircraft. The other thing that I did not
19 notice was the load, and I did not know if that was because the
20 aircraft had actually just got above where the landscape was where
21 it was silhouetted against the sky, and the line was below. But I
22 didn't visualize a load at that point.

23 Not knowing whether or not he had let go of the load or not,
24 I don't know. I just didn't recall it. I did not recall fire or
25 smoke or any debris, any parts, anything that was visible other

1 than aircraft in its maneuvers. It had veered to where it had
2 just started to where the nose had begun to either be like,
3 horizontal.

4 And whether or not it was completely over or a little bit, to
5 me, it appeared to be where it was almost to the right -- made the
6 right maneuver and started to fall. It felt like it was in that
7 position until it went below a tree line. Because we were pretty
8 in depth into the canopy of -- and so as soon as it went below
9 that, it was out of sight.

10 It was approximately a second later -- I mean, it was really
11 quick that we heard the crash. I went to key up my mic to radio
12 for help when Mesa lookout, who was -- I mean, had to be right --
13 very close proximity to where the aircraft was, beat me to it, and
14 called that there was an aircraft down.

15 Immediately heard Air Attack get on, relayed that this would
16 likely be 3PB. Recall -- reported that it was fully engulfed in
17 fire, and started ordering bucket drops to the area, three Shot
18 crews. I told Division D, I'm headed there now. I called for
19 REMS 1 to be in route and meet me there. By the sound of their
20 voice, they were already moving fast.

21 It was a full on sprint between the Shot crews. Medics were
22 at H2 still, but they started to maneuver -- head that way. REMS
23 1 got there slowly after me. I don't know the exact time. I'm
24 only assuming it was around 12:15, only because I looked at my
25 watch when I arrived on scene.

1 I did not look at my watch when it happened. But when I
2 arrived on scene, I documented it was 12:29 when I arrived, and
3 there was -- Mesa Shots were there, other parts of their squad had
4 -- were arriving about the same time I did. I had asked who had
5 taken command, if anyone had yet. I did not hear any radio
6 transmissions, and they pointed to -- me to Fuller, who was from
7 Blue Ridge, and said that he had took command.

8 I asked what was best, did you want the safety to take
9 command, or do you want to retake command? Him and I decided that
10 he had already assumed command, had already made the
11 communications, it was best not to confuse it. He organized
12 everything that needed to be done on the fire aspect of a line
13 around, continuing to have an Air Attack express fire on the
14 aircraft. I don't know exactly how many bucket drops, but I know
15 there was at least three onto the aircraft.

16 Q. Take your time, man. It's all right.

17 A. There was a lot of discussions of cutting an extraction point
18 where we could fly out as well as a P line (ph.). It seemed to be
19 done in a matter of minutes, but we did realize that it was an
20 unsurvivable event. But we decided to continue with the
21 operations of a P line so that we had a safe way to extract
22 someone else, because we were pushing so hard in the middle of the
23 day with the heat. I mean, it was a full on race that everyone
24 was under to get there.

25 Q. Sure.

1 A. So we began to refocus on responder safety. And so we
2 continued with the helispot that is known as Rock Helispot. We
3 had a containment line, a hand line that was put around the
4 aircraft, and the active fire that was spreading. Multiple bucket
5 drops did contain the fire.

6 There was a small section that was jet fluid. We could smell
7 the fuel. I didn't see, as I walked by to get to the top of where
8 the aircraft was, there was red fluid, just almost like in a creek
9 running downhill. I moved to the top to be able to start taking
10 photographs. It was still fully involved at that point. You
11 could smell the fuel burning.

12 So when the fire was contained, we started to move crews out
13 and get them away from just visually seeing it. I moved to the
14 top of the hill to where I could get better cell phone, had
15 attempted multiple times to get out on a repeater.

16 And I don't know if this fits into what you want to know as
17 the response and how they work, but there was a port of contact
18 that they had just put Command Aid (ph.) in service, and I didn't
19 know if it'd work yet. And I tried to reach out on Command Aid,
20 tried Diamond Repeater, I couldn't get anyone. I tried Command
21 Aid, and then it worked.

22 And I'm thinking, amazing timing. Just when I need it. And
23 this poor comm tech says, what is your traffic (ph.)? I'm just a
24 comm tech and I'm putting the repeater in place. So I probably
25 tainted that kid of telling him that we have an aircraft down, and

1 we need to get to communications to tell the command terminals
2 that.

3 But I did find out later that they were out listening to
4 everything. We just didn't have the feedback of whether or not
5 they could hear us, and what we were relaying. Everything was
6 going to Air Attack.

7 MR. FUSILIER: Okay.

8 MR. CUPP: Because he was able to hear it so -- this is just
9 an opinion, but that was an amazing ability of Air Attack to be
10 able to take the communications, run buckets, run retardant lines
11 for us, all at the same time. I have no idea how an individual
12 does that with losing one of their own. But it was amazingly
13 organized, the response. You know, we can't change the outcome.

14 MR. REID: Sure.

15 MR. CUPP: But -- so once the fire was no longer a threat,
16 Fuller is the sit commander of the -- within the incident, deemed
17 it that it was contained, and we had asked one of the Shot crews,
18 and that -- I'm trying to think who it was -- Mormon Lake, to
19 start flagging off the area.

20 So they flagged off an area that was what they felt included
21 all of the debris field, without really going through the entire
22 area of what they had -- was deemed as the zone that had anything
23 that was in it. They flagged all of that off, and then we moved
24 everyone with the exception of just a few people, just to make
25 sure the fire was still good. The rest moved to gridding to look

1 for any other fire.

2 I started documenting and started taking photos of what I
3 could, and it was still too hot to get in there. We had an
4 assignment to determine if the pilot was still in the aircraft,
5 which was difficult. But we did confirm at that time that the
6 pilot was inside the aircraft, so that we were not looking someone
7 that had maybe ejected or thrown from the aircraft.

8 And then an investigation team was ordered. The Sheriff's
9 Department -- the Arizona State Troopers came out in an aircraft
10 to be able to do the investigation. We moved everyone else off
11 the hill at that point so -- for their own behavioral health part
12 of it, but also to secure the scene. I just remained behind as a
13 liaison between the law enforcement investigation piece of it.
14 And they had someone on the ground to kind of walk him through
15 what I had saw.

16 BY MR. SHAMBORA:

17 Q. Okay. A few questions. So you -- so the loads they were
18 moving, you said they were going to move gear first, and then they
19 were -- the -- so the final loads were going to be probably fluid
20 like water and Gatorade type stuff?

21 A. Yeah. When I left, there was a discussion of how much water
22 and Gatorade we wanted to bring over to the new site and how much
23 would be left behind.

24 Q. Okay.

25 A. So just in case we ever had to go back to Helispot 2, we

1 wanted some left behind. And that was just a discussion between
2 the division trainee and the division actual --

3 Q. Okay.

4 A. -- of how much we would have left behind. And I had
5 witnessed that they had started packaging up a lot of the
6 Hotshots' overnight gear, and that was ready to go.

7 And then they started talking about that then they would do a
8 sling load of the Hazmat, of saws and fuel that we had there, and
9 then the -- and then they said that they're going to take -- I
10 don't remember what it was, but they're going to take half of the
11 water and Gatorade to the new site. Just in case the next order
12 did not come through.

13 Q. Like how much would half be? A couple of pallets? Or what
14 would --

15 A. Yeah. I would think a few pallets. I think we had probably
16 had 20 cases of water and about 10 cases of Gatorade sitting
17 there. And so they were talking, and I just remember hearing
18 about maybe leave ten behind --

19 Q. Okay.

20 A. -- as I was ready to pack up and do the walk.

21 Q. Okay. So you went from H2 to H5, and you were headed to H4?

22 A. Yeah. So I had already made it to H5.

23 Q. Yeah.

24 A. That's where the breakfasts and lunches went to and would
25 meet us there. And so I went there, grabbed my breakfast, had

1 lunch -- or grabbed my lunch and tied in with the Division, and
2 then started my hike to Sling 4.

3 Q. Sling 4. What was the approximate distance would you say,
4 from H2 to H5.

5 A. It was probably about a mile.

6 Q. A mile? Okay.

7 A. Yeah.

8 Q. And then how far from either H5 to H4, or how far away from
9 H5 would you say you were when the accident happened?

10 A. I was pretty close. And if I could show you --

11 Q. Sure.

12 A. -- on the map here? There's a fence line, and it actually
13 like, cuts into an actual trail. And I don't see an actual trail
14 on here, but here, I'll show it on mine -- white one.

15 Because we had made it through -- so it would end up being
16 probably right in this location, because we were getting very
17 close and had made it to the edge of where this -- where all the
18 heat was that they had discussed where was the slop-over 2 days
19 ago. So I would say I would put myself in that corner, and I did
20 not mark it of -- my location of exactly where it was.

21 MR. REID: So this finger right here being -- this little
22 finger coming up here probably?

23 MR. CUPP: Yep, that is it.

24 MR. REID: Okay. So you're talking right here where that is?

25 MR. CUPP: Yeah. We had made it past that.

1 (Simultaneous speaking.)

2 MR. CUPP: Because I had already walked through all this
3 burned area, and crews were up in here working, and then I had
4 probably made it to about this location.

5 BY MR. SHAMBORA:

6 Q. So one mile from H2 to H5, and then H5, how far you made it
7 away? Know to -- know --

8 A. I would say it's close to another mile.

9 Q. Almost to another mile?

10 A. Yeah.

11 Q. Okay.

12 A. So in the -- even with the distances, it's pretty -- it was
13 pretty close.

14 Q. Okay.

15 A. This is just easier walking --

16 Q. Sure.

17 A. -- just because there was a fence line there and, you know,
18 there was actually a pretty good little foot trail there.

19 Q. Okay. So --

20 A. But this is really rough walking.

21 Q. So roughly what direction -- and I know you've got a map
22 here, but I'll ask you anyway. What -- roughly what direction
23 would you have been walking when you were going from 5 to 4? You
24 were headed --

25 A. That would be east.

1 Q. You were headed east?

2 A. Yeah, because this is north.

3 Q. Okay.

4 A. And so I would put that where I was at the point, because
5 we're looking at about right here. And I have it marked on my
6 map, the coordinate of the crash, it's probably right in here. So
7 I would be -- it would -- kind of to the northwest of behind --
8 over my shoulder.

9 Q. You were northwest of the accident site?

10 A. It was northwest of me.

11 Q. Okay. Got you.

12 A. So -- yeah.

13 Q. And you were roughly how far away from it? A mile?

14 A. No, because I had made really quick time in getting there,
15 of, you know, 10 minutes. It -- probably going to 4 to 5 miles
16 per hour of a hike. So I'm thinking I -- maybe half a mile, three
17 quarters of a mile.

18 Q. Okay. So you -- and you said there were some medics at H2?

19 A. Yeah. They were at H2. There was a little bit of discussion
20 on my way there of we wanted REMS 1 to stay there at H2, and then
21 the med unit was going to be here. But when they were delivered,
22 the divisions decided to have a little different shift in that
23 plan, in which I approved. They had asked if I was good with
24 that. And I said, as long as we have one here over in H4, one at
25 H5, and one at H2, that we would have a really good zone of

1 medical response.

2 Q. Okay. So -- and then when you were describing the -- pretty
3 much the accident sequence itself, when you said the -- that
4 somebody said something, and that made you notice, what would you
5 say the total time was, if you had to guess, from the time you
6 looked and saw it going sideways to the actual ground impact? And
7 I know I'm asking --

8 A. Yeah,

9 Q. -- you to take a big guess here. But --

10 A. Yeah. I would say it was probably 3 seconds.

11 Q. It happened all pretty quickly?

12 A. Yes.

13 Q. Okay. We got those, and then --

14 A. I would say five at the most. When you're --

15 Q. Okay.

16 A. When you're watching of how fast it went from -- and what I
17 had told one of the other investigators was, you know, in my mind,
18 it felt like it rocked twice. You know, did one of these, and
19 then it did one of these, and then went straight up.

20 Q. Okay.

21 A. And it all was pretty quick.

22 Q. Okay. So the distance you were away from the aircraft when
23 it impacted, how long -- you said it took you about 10 minutes to
24 get to it? Or --

25 A. Yeah.

1 Q. Okay. And then -- so at any point in time after the impact
2 of the aircraft and the ground, did you hear any noise coming from
3 the aircraft?

4 A. No, not immediately.

5 Q. Okay.

6 A. I did not hear anything. I do have documentation that people
7 that were on scene really fast were the one -- first ones on
8 scene, and I have that for the team.

9 Q. Okay.

10 A. They gave it to me when I was on the line, you know, asking
11 everyone to document, you know, immediately and quarantine them.
12 That was one of the things I had asked, was to quarantine the
13 people who really saw anything --

14 Q. Okay.

15 A. -- so that they don't become tainted with questions and
16 comments and hearsay. So I felt that we grabbed that pretty
17 timely. And one of the documentations does say that he was first
18 on scene and yelled out to the pilot several times and did not
19 hear anything in return. I did not hear anything other than the
20 fire --

21 Q. Okay.

22 A. -- burning. And then when things started to cool down from
23 the fire, you did hear the crackling and popping and like, small
24 little pops of gasses, you know, just normal combustion of fire
25 and equipment. And, you know --

1 Q. So after the impact of the aircraft, you didn't like, hear
2 the engines running still or anything?

3 A. No.

4 Q. Okay. All right. Okay.

5 A. You know, the only thing that -- you know, we heard the
6 crash, you know, and just -- and almost felt complete silence
7 there for a second, you know, when it goes out of sight, and you
8 don't have any other senses of what's going on. It -- to me, it
9 sounded real quiet. Then the crash, and then Air Attack reported
10 fully engulfed fire, and immediately saw black smoke come up out
11 of the tree line.

12 Q. What was the time lapse, would you say, from the time of the
13 aircraft impacting the ground to the time they started getting
14 drops on the aircraft?

15 A. It was fast.

16 Q. Yeah.

17 A. I would say probably 5 minutes, 10 minutes. And they must
18 have been doing bucket work in the area, because when I got on
19 scene, which I'm guessing is about approximately 10 minutes, it
20 was only a couple of minutes after that the first bucket drop was
21 hitting.

22 Q. Okay.

23 A. And so I guess that would put it at maybe 12 minutes or 15
24 minutes of when we knew it actually crashed and when I was getting
25 from one point to another.

1 Q. Okay.

2 A. And that's without not really knowing exactly what the
3 time --

4 Q. Sure.

5 A. -- that it happened. But marking the 12:29 was when I put
6 myself on-scene. I was not there for very long when the first
7 bucket was there.

8 Q. And then any guesstimate --

9 A. There may have even been one that -- even before I got there.

10 Q. Okay.

11 A. I'm not sure, because I was just trying to get there so
12 quick, and I was in a tight canopy. But they were overhead.

13 Q. Okay. So any guesstimate on -- from the time you saw them
14 dropping water, like, maybe how long it took them to get it out?

15 A. Like I said, I think it was at least three bucket drops, and
16 then the return is, you know, maybe 10 minutes or so on each one.
17 It did get more under control. There was still a small active
18 fire going on for a while, because it was, you know, obviously jet
19 fuel that was burning. So water's just not going to put that out.

20 Q. Sure.

21 A. But the area around the fire, any vegetation and other things
22 that were just burning, went out fairly quick with just, I think,
23 the first two drops. And then there was just a small amount of
24 fire that was right around that cockpit area that remained. And
25 then I think the third drop ended up getting that completely out.

1 Q. Okay. So when you got there to the scene, roughly how close
2 were you to the aircraft, would you say?

3 A. Twenty feet.

4 MR. SHAMBORA: Twenty? Okay.

5 BY MR. REID:

6 Q. You mentioned division. It was a Division D who was with you
7 at the time?

8 A. Yes.

9 Q. Do you have his name by chance?

10 A. Tony Ballou, B-a-l-l-o-u.

11 Q. And he was the first to identify the erratic behavior of the
12 helicopter, which then caused you to turn and look?

13 A. Yes. And I don't really remember his exact words, but it was
14 one of those startling --

15 Q. He was pointing, yeah.

16 A. -- you know, oh my God. And he was looking over my shoulder
17 when he said it, so I turned and immediately knew what he was
18 looking at -- of the position of the aircraft that it was
19 currently in when he said that.

20 And then, you know, talking with him, I'm sure you'll talk to
21 him too, that he -- I think he had that few seconds of visual of
22 it struggling. He had made a comment that he has seen an aircraft
23 do that before and was able to recover, until it went straight to
24 the sky. And then that was when he said, you need to call that
25 in. And I think that was the point where he realized that he was

1 not going to recover, you know, that aircraft in that.

2 MR. SHAMBORA: Any guess on how high off the ground he was
3 when that sequence started?

4 MR. CUPP: It's a little hard, you know? And I think I had
5 told one of the investigators maybe -- you know, maybe 100 feet,
6 but he was not far off the ground. But he was also halfway up the
7 slope, you know, where he hit. So it's really hard for me to kind
8 of picture --

9 MR. SHAMBORA: Sure.

10 MR. CUPP: -- where he was off of the slope, because I'm on
11 flat ground where it's completely flat when I'm looking.

12 But he was right above the mesa to me, and so as I'm looking
13 up an angle, he's hitting the skyline versus the mesa. And so
14 when I'm trying to look at how high the mesa is when you climb it,
15 it's, you know, 60 feet, 80 feet of a climb from the bottom to the
16 top. So that's -- was -- how I'm positioned in where he was, only
17 because he had reached that elevation where he was a silhouette in
18 the sky to me.

19 MR. SHAMBORA: Okay.

20 BY MR. REID:

21 Q. So clarification here. So you're hiking from Helispot 5
22 towards Slingspot 4. Division is in front of you?

23 A. Yes. He was behind me until I stopped to check my phone.

24 Q. And then he passes you --

25 A. And then --

1 Q. -- but you're walking in line with each other?

2 A. Yep. He's just in front of me.

3 Q. He turns around to talk to you and notices the helicopter
4 over your shoulder and makes a statement, which then causes you to
5 stop in your tracks?

6 A. Yes. Yeah. Amazing timing of when someone turns to just say
7 something to you so you can hear it. And then caught that out of
8 his eye.

9 Q. When you came post-crash, this is the ridgeline that you're
10 talking about that you climbed to the top of?

11 A. Yeah.

12 Q. And is that where you took your photographs from?

13 A. No. I took photos from the crash site.

14 MR. REID: From the crash site.

15 MR. SHAMBORA: Anything else?

16 MR. CUPP: Yeah. Just about 20 feet away.

17 MR. SHAMBORA: Okay. Got anything, Mike?

18 BY MR. FUSILIER:

19 Q. Can you -- could you clearly see -- so I know when you were
20 standing there on the ground, then the next thing in your -- if
21 you think of two-dimensional, you know, I'm just drawing this on a
22 sheet of paper. So the first line of sight that's defilade would
23 be the trees -- the tops of the trees that were nearby you,
24 correct?

25 A. Yeah.

1 Q. On -- the lowest on the horizon. Then the next line of sight
2 would be the top of the mesa ridge?

3 A. Yeah. About -- I mean, I could see halfway up the slope.

4 Q. Okay. So that's -- so the trees defilade about halfway up
5 the slope --

6 A. Yeah.

7 Q. -- on the mesa ridgeline.

8 A. Yeah.

9 Q. Could you see the aircraft from when it -- you could clearly
10 see it when it was shadowed against the sky?

11 A. Yeah.

12 Q. And then when it became below the ridgeline of the mesa,
13 could you still clearly make out the aircraft before it
14 disappeared behind the tree line?

15 A. Yeah.

16 Q. Okay.

17 A. Yeah, you could see it. And that was when it really appeared
18 to be almost in the horizontal position where it --

19 Q. Falling

20 A. -- you know, folded back over --

21 Q. Falling to the right --

22 A. Yeah.

23 Q. -- or upside down?

24 A. Rolling back, yeah.

25 MR. REID: Okay. That's it.

1 MR. SHAMBORA: Okay.

2 MR. CUPP: Because at that point, it was below the skyline.
3 That -- to me, it would only appear that he had just reached that
4 when his nose was to the sky. And then as soon as he fell, that's
5 when I grabbed my radio. So that's why it's a little interesting
6 to me of when -- if it was to the right, you know, because I was
7 trying to fumble to --

8 MR. FUSILIER: If you just had it in your visual sight, if
9 you had to guess -- you know, sometimes we talk about spaces of
10 fingers, one finger above, two finger above, three finger, about
11 how far above the mesa ridgeline at its -- at the top of this
12 maneuver, what do you -- just guesstimate of like --

13 MR. CUPP: I would only say like, two. If I were to hold my
14 fingers up --

15 MR. FUSILIER: About two finger width?

16 MR. CUPP: -- about two fingers, yeah.

17 MR. FUSILIER: Okay.

18 MR. CUPP: And it did not seem like it was very high in the
19 sky at all.

20 BY MR. SHAMBORA:

21 Q. Did you have -- would you guesstimate though that the sling
22 was definitely below the ridgeline, if not even below the tree
23 line?

24 A. Yeah. Because --

25 Q. If he had -- if he even had the sling. I don't know at this

1 point.

2 A. Yeah, because I couldn't see it. And so -- and then Tony
3 Ballou didn't have -- Division D didn't really -- I don't think we
4 actually knew what that particular ship was -- what the mission
5 was until we figured it out of which aircraft went down.

6 Because he had made a comment that he thought it was a
7 bucket. And I said, I didn't see a bucket. I didn't see a load
8 at all. I didn't even see the line until I got there. I'm like,
9 he had a line, and it's a long line. So I don't think -- whatever
10 was there was either no longer there, or it was below a treeline
11 or below our visibility of where the trees blocked us to where we
12 could not actually see what the load was.

13 Q. The trees between you and the aircraft were roughly how tall
14 maybe?

15 A. Well, they were all like pine and juniper, so the tallest was
16 probably 30 feet.

17 Q. Okay.

18 A. They're small. They're not --

19 Q. Sure.

20 A. But just from that angle, it does block you --

21 Q. Oh, yeah.

22 A. -- of which -- where it was, was back.

23 Q. Would you be able to guess if he had any forward momentum?
24 Did it look like the aircraft was still moving forward when it
25 started to move like that? Or would -- was he kind of stationary?

1 A. It looked stationary, but it did look like it was under
2 power, like was climbing. And so I couldn't tell if he was moving
3 forward just because he was moving away. So it was really hard to
4 tell whether or not he was moving forward or backwards, or side to
5 side. It was just -- it was going away, so it almost looked
6 stationary from my vantage point until it was inverted -- not
7 inverted, but vertical, that it was climbing a little bit.

8 Q. Okay.

9 A. You know, that it moved up.

10 Q. So you could see the whole belly of the aircraft then?

11 A. Well, it was the back of it.

12 Q. Okay. Oh, yeah, right.

13 A. So yeah.

14 MR. REID: So you're looking at the top of the rotor blade?

15 MR. CUPP: Yeah.

16 MS. MARTYNUIK: Yeah.

17 MR. SHAMBORA: Yeah. You could see --

18 MR. CUPP: I'm clear the top of the rotor blades.

19 MR. SHAMBORA: You could see all of the blades? Okay. Could
20 you see all the way from tip to tail? Or --

21 MR. CUPP: Yeah.

22 MR. SHAMBORA: Okay. Wow. Okay.

23 MR. CUPP: Yeah. And I was asked by the law enforcement that
24 first came out, did I feel it was under power? And I said, well,
25 I didn't hear the motor at any point, you know? It's the absence

1 of, you know, of sound, I should say, that was tough to describe.
2 But I felt like it had just gone silent.

3 And he's -- and then his determination was -- he goes, well,
4 the tail rotor was not moving when it the ground. And that would
5 make sense to me of, you know, almost everything looked still, you
6 know, before it fell.

7 MR. SHAMBORA: So did you see the -- or could you see a disc
8 of the rotor? Or you couldn't? Because I mean, with the paint
9 and everything, you know, you could --

10 MR. CUPP: No.

11 MR. SHAMBORA: You couldn't? Okay. You got any questions,
12 Jen?

13 MS. MARTYNUIK: No. I mean, that answers a little piece with
14 -- because we've been assuming for a while that you were looking
15 at the belly, and he's actually --

16 MR. SHAMBORA: Yeah, depending on who we're talking to,
17 right. Yeah.

18 MR. CUPP: Yeah.

19 MR. SHAMBORA: Okay. Anything else that we didn't ask you
20 that we should have, or anything that you're thinking of now that
21 we didn't cover?

22 MR. CUPP: I don't think so. Because if you did ask, I
23 probably wouldn't have an answer, on just how fast everything, you
24 know, how the trying to play it back in your mind of what it
25 looked like in your position to where it was. And it was

1 definitely difficult with the -- you know, looking away as it's
2 moving away or not. You know, that's what the difficulty is.

3 MR. SHAMBORA: Sure.

4 MR. CUPP: And how it's moving before it really started to
5 fall. I couldn't tell if it was this way or if it was starting to
6 that. And then of course with, you know, 40 or 50 more feet that
7 was obscured that I didn't get to see how far he went over before,
8 before ground. So those are the unknowns that I'm just not sure
9 about.

10 MR. SHAMBORA: Okay.

11 MR. FUSILIER: Let me ask this really quick before we move
12 into the demonstration portion of this.

13 BY MR. FUSILIER:

14 Q. Any weather anomalies that you noticed? Any gusting wind in
15 the area at the time? What was it like?

16 A. You know, we were dealing with, you know, 5- to 10-mile an
17 hour winds. The day before, it was very similar. This particular
18 day --

19 Q. Steady? Or was it up and down?

20 A. No, it was going up and down. I think the weather -- we were
21 doing weather on the hour, and it was pretty consistent that winds
22 were one to five with gusts eight to ten, you know? And also
23 you'd get a little breeze, then it would go away.

24 I had climbed to the top of the mesa the day before, to where
25 the lookout was, just to find out what was -- what his visibility

1 was up there, see if he could see the entire fire. And it does
2 get a little breezier up there because now you're not being in the
3 canopy of trees.

4 And so you would definitely get, I would say, pretty
5 consistent 5-mile an hour, you know, breeze. And then every once
6 in a while you would get that eight to ten. And this particular
7 day was very similar. I think it was very similar and -- to when
8 I was up on the rock outcropping, it was the same. Once I got to
9 the top, the -- you were getting, you know, just not continuous,
10 but just gusts here and there.

11 Q. No cloud cover or thunderstorms in the area?

12 A. No. But what we've been having for multiple days is huge
13 dust devils. Every day for 3 days. Very consistent that a
14 helicopter would come in and do a bucket drop, and you should see
15 a massive dust devil that would go really high in the sky. So,
16 you know, and those kind of giving you the --

17 Q. Yeah.

18 A. -- unstable, you know, air aspect of -- and kind of turbulent
19 winds. But they were really regular, though. I mean, you would
20 see them, a couple every hour or so. You just -- out there on the
21 mesa, you could just watch huge dust devils, and just blow across
22 the entire fire area.

23 MR. SHAMBORA: Not generated by helicopters, but just --

24 MR. CUPP: Some were.

25 MR. SHAMBORA: Oh, some --

1 MR. CUPP: But others, like yesterday, they were happening
2 and we hardly -- I don't think they had any aircraft doing any
3 bucket work. There was some long line around the perimeter, but
4 they were still going on.

5 MR. SHAMBORA: But regular gusting, you would say, went to
6 maybe, what?

7 MR. CUPP: I would say ten.

8 MR. SHAMBORA: Ten-knot gusts? Okay.

9 MR. CUPP: You know, I don't know what the dust devils were
10 doing and what it was like on the ground, but it was a regular
11 occurrence.

12 MR. SHAMBORA: Okay.

13 MR. CUPP: And we saw a lot of them.

14 MR. SHAMBORA: Okay.

15 MR. CUPP: A lot.

16 MR. SHAMBORA: Any other questions right now from you guys,
17 or --

18 MR. REID: No, sir.

19 MR. SHAMBORA: We're good? Okay. All right. I'll stop
20 this.

21 (Whereupon, the interview was concluded.)

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

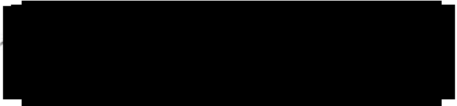
IN THE MATTER OF: FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020
Interview of Douglas Cupp

ACCIDENT NO.: WRP20LA211

PLACE: Arizona

DATE: July 11, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*

FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020

Accident No.: WRP20LA211

* * * * *

Interview of: JOHN HEWITT, Lookout
Mesa Interagency Hotshot Crew

Arizona

Saturday,
July 11, 2020

APPEARANCES:

ERIC SHAMBORA, Air Safety Investigator
U.S. Forest Service

MICHAEL REID, Aviation Safety Officer
U.S. Forest Service

PAT MOORE, Superintendent
Mesa Interagency Hotshot Crew

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of John Hewitt:		
By Mr. Shambora		4

I N T E R V I E W

MR. SHAMBORA: This is Eric Shambora, air safety investigator for the U.S. Forest Service. It's Saturday, the 11th of July, and this interview is in regards to the accident involving N623PB. And I have with me now?

MR. HEWITT: John Hewitt, Mesa Hotshots, and I was the lookout on the 3PB (indiscernible) incident.

INTERVIEW OF JOHN HEWITT

BY MR. SHAMBORA:

Q. All right. And, John, like we talked about just a second ago, I'm just going to let you, you know, talk our way through the sequence of events. You can start, you know, maybe right before the accident itself, where you were, what you were doing, and then you can go kind of right into what you saw and heard.

And I'll just let you go through the whole thing without interrupting you, and then we might have some questions at the end.

A. Sure. So around noon, I was the lookout, and about 500 foot above the fire up on White Rock Rim. And I was witnessing all of the helicopter and aviation assets moving sling loads from H2 to H5 with all of our gear to further progress the coverage of the fire.

The helicopter itself, in question, was on a mission moving some water, I believe. And it was coming around from H2 in a clockwise direction towards H5 when I saw it behaving erratically.

1 The first movement was a flare -- a tail drop, which caused a
2 pendulum motion of the swing -- of the sling. I saw the
3 helicopter try and recover the sling action. Because it was
4 heavy, it was very dramatic.

5 After the pilot had corrected the first round, the movement
6 of the aircraft turned 180 degrees and came towards me, so away
7 from H5, and began to lose control of the sling again. Eventually
8 the helicopter went vertical and arced down to its left door below
9 me within a couple hundred yards.

10 And that's when it turned into a larger fire, and was bigger
11 -- I didn't hear any weird noises other than, you know, an
12 increase of power and the shifting closer to me. I didn't see
13 exterior smoke, nothing obvious. And I never saw the load -- the
14 sling load be released.

15 Q. Oh, okay. You didn't? All right. Okay. So what -- in
16 general, what direction were you facing when you were watching
17 this happen? Do you remember?

18 A. Yes. I was facing to the west.

19 Q. Okay.

20 A. So above the crash site. I was essentially in this notch
21 here looking west, and I could see all aspects of the fire.

22 MR. MOORE: So you were about right there?

23 MR. HEWITT: Yeah. And there should be a GPS point attached
24 to my wind scanner.

25 MR. SHAMBORA: Yeah, there was. We did get that. Thank you.

1 MR. HEWITT: Yeah.

2 MR. MOORE: And you would have been looking this direction?

3 MR. HEWITT: Yes. I was looking at the ship as the incident
4 was happening, but I could see all parts of the fire.

5 MR. MOORE: Okay.

6 BY MR. SHAMBORA:

7 Q. So what -- roughly H2 to H5, can you like, maybe with your
8 finger just draw the pattern he was flying?

9 A. Yeah. So he was coming out around the -- clockwise around
10 the edge for his approach into H5. So he swooped right next to
11 the front of me here on his approach.

12 Q. Okay.

13 A. Because the wind was from the southwest and they were landing
14 into the wind.

15 Q. Oh, got you. Okay. So he pretty -- he came pretty close to
16 you on his downwind?

17 A. Yes. I could see him disappear for just a second here. And
18 then you reappeared, and this is when he lost control way out
19 here. So it wasn't -- the flare that I saw wasn't to slow down
20 for the helispot. It was well early of the helispot.

21 Q. Okay.

22 A. Yeah.

23 Q. Had you observed his previous approaches in there?

24 A. Yeah. I was watching ships move all day, and nothing
25 erratic.

1 Q. Okay. So how -- roughly how far away from the aircraft where
2 you if you had to guess?

3 A. It was 200 yards -- 200 to 300 yards when it was on the
4 ground. Probably 500 yards here when it was in the air.

5 Q. Okay. And you're -- you were high on the vantage point
6 looking down at him the whole time?

7 A. Eyelevel, yeah.

8 Q. Okay. So when he started having the issue, you were roughly
9 eyelevel with the aircraft?

10 A. Yeah.

11 Q. Okay. And he was facing, again, away from you at the time?

12 A. Yeah.

13 Q. Okay.

14 A. So he was completing his approach, and he was facing towards
15 H5. His recovery faced west, and then his second attempt at
16 movement was 180 degrees towards me, and that's when he closed the
17 distance towards me.

18 Q. Okay. All right. So you had said -- you mentioned something
19 about noise. Can you describe what the noise was, like what you
20 were hearing?

21 A. So the only thing that I heard was the ship getting closer.
22 So therefore the volume of max power performance was getting
23 louder towards me. But no pops, no creaks, no cracks, nothing
24 like that. It was just an increase in the ship coming towards me
25 getting louder.

1 Q. Okay. So just so I understand. It's like a normal
2 helicopter noise, but just getting louder as it gets closer?

3 A. Yeah.

4 Q. Okay.

5 A. As the proximity is closer.

6 Q. Okay. So when the aircraft -- from the time the aircraft
7 started any kind of erratic behavior that got your attention to
8 the time it impacted the ground, roughly how much time elapsed if
9 you had to guess?

10 A. Ten to 15 seconds.

11 Q. Ten to 15 seconds, okay.

12 A. Obviously time changes when you're in shock like that.

13 Q. Sure. Yeah, we won't hold you to the time. And then you
14 mentioned an increase in power. So was that a noise thing to you
15 as well?

16 A. It's hard to be specific about that. Maybe I just became
17 more aware as he was changing his directions and closing proximity
18 on me. Yeah, it sounded like that was as high power as you could
19 get. It didn't sound like he was powering down. Or, you know,
20 when you shut down or slow your rotors if you're on the ground, it
21 didn't sound like a decrease. It sounded like a maintenance,
22 maybe an increase, and then an approximate (indiscernible).

23 Q. So to you, is that more of an engine noise, or a rotor blade
24 noise? Or is it kind of everything?

25 A. It was kind of a combo.

1 Q. Okay.

2 A. Yeah, it wasn't -- it didn't start screaming. Yeah, I didn't
3 hear any over-revving, yeah.

4 Q. Okay.

5 A. Didn't hear that.

6 Q. Where was the load throughout the sequence to you?

7 A. The load was underneath the ship, obviously, and it was
8 swinging through all of his maneuvers. So if you'd like me to
9 show you on the model there, I can.

10 Q. Yeah, we can do that next.

11 A. Okay.

12 Q. Do you know, was the load attached? At any point in time,
13 did you see it release? Or --

14 A. No release visuals. I didn't see any.

15 Q. You didn't see anything on that? Okay.

16 A. And that was a question I had. Punch this. If it's
17 penduluming, punch it. And that didn't happen.

18 MR. SHAMBORA: Oh.

19 MR. REID: From your vantage point, could you tell whether
20 there was crew underneath him, anything of that sort? Any
21 reason --

22 MR. HEWITT: There wasn't. I was aware of where all of the
23 crews were, and they were -- Mesa was between H5 and this spot,
24 fire finger area. So there would have been no people underneath
25 along the H7, especially (indiscernible) it was heat. Unless

1 overhead tried to take a walk up there for some sort of service or
2 reception, then all crews were either -- Mormon Lake was on this
3 section between Sling 2 and H2, maybe a little bit into Mesa's
4 territory. Mesa had this finger, and Blue Ridge was the next all
5 the way over to Sling 4 and Finger 4.

6 MR. REID: As the aircraft made its final -- so it went nose
7 high, made a slight twist to the right. As it went down, any
8 change that you noticed in the spin of the blades or the pitch of
9 the noise that was coming out of the aircraft?

10 MR. HEWITT: Negative. It was full speed until it impacted.
11 And it threw bits of rotor blade way -- well into the air.

12 MR. SHAMBORA: And I know we'll walk through it with the
13 model and a video, but what was -- kind of -- can you kind of
14 describe what -- the attitude of the aircraft when it hit?

15 MR. HEWITT: Attitude of the aircraft when it hit was -- it
16 was vertical, and then it rotated down onto its left door. So the
17 tail completely dropped, the sling load was beneath it, and it
18 completely rotated over for the last part of the crash.

19 MR. SHAMBORA: Okay. After the impact, any noise of note?

20 MR. HEWITT: Absolute silence. Well, the fire made some
21 noise.

22 MR. SHAMBORA: Okay.

23 MR. REID: Had the load already made contact with the ground
24 at the time that he started his pitch over, or was it still
25 suspended at that point? Do you remember?

1 MR. HEWITT: I can't say. I assume it would've. It wasn't
2 punched. It was still attached. Yeah, that happened rapidly. I
3 was in disbelief at that point.

4 MR. REID: Yeah.

5 MR. SHAMBORA: At any point in time after the impact, did you
6 hear the engines running?

7 MR. HEWITT: No.

8 MR. SHAMBORA: Or it was completely --

9 MR. HEWITT: Absolute silence.

10 MR. SHAMBORA: Okay. All right. Mike, you got any other
11 questions?

12 MR. REID: No.

13 MR. SHAMBORA: Is there anything we didn't ask or anything
14 else that we need to know?

15 MR. HEWITT: No. That's the flight path, that's the
16 positioning, those are the movements -- we'll get that on video --
17 that's where the crews were.

18 Weather was still. So if you're wondering about winds or
19 anything, there was no weather to speak of. Light winds,
20 predominant out southwest, clear skies. Everyone was maintaining
21 their distance from each other. So it was -- a little bit -- by
22 policy and by normal behavior, everything was optimal.

23 MR. SHAMBORA: So no gusts of note? No wind gusts --

24 MR. HEWITT: No.

25 MR. SHAMBORA: -- that you were dealing with?

1 MR. HEWITT: Those came in later in the afternoon.

2 MR. SHAMBORA: Oh, okay.

3 MR. HEWITT: And rhythmically the previous few days.

4 MR. SHAMBORA: Okay.

5 MR. REID: No cloud cover, no thunderstorms in the area,

6 no --

7 MR. HEWITT: Nothing.

8 MR. REID: What about dust devils? Anything that you noticed
9 immediately surrounding the time of the accident?

10 MR. HEWITT: Not during the time of the accident, no.

11 MR. SHAMBORA: If you remember any of his previous, you know,
12 patterns going around in these other drops, anything erratic in
13 those? Was he having to stop quickly, pulling the nose back to
14 arrest forward air speed or anything like that?

15 MR. HEWITT: Negative. No weird behavior before that.

16 MR. SHAMBORA: Oh, okay. You got anything else?

17 (No audible response.)

18 MR. SHAMBORA: Okay. Anything else that you want to add?

19 MR. HEWITT: That's it.

20 MR. SHAMBORA: Okay.

21 (Whereupon, the interview was concluded.)

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

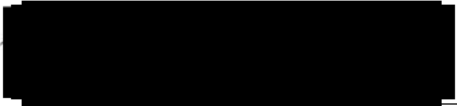
IN THE MATTER OF: FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020
Interview of John Hewitt

ACCIDENT NO.: WRP20LA211

PLACE: Arizona

DATE: July 11, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

FATAL CRASH OF A FIREFIGHTING

*

HELICOPTER NEAR PAYSON, ARIZONA,

*

Accident No.: WRP20LA211

ON JULY 7, 2020

*

*

* * * * *

Interview of: JOSEPH MAHLAU, Firefighter
Mesa Interagency Hotshot Crew

Arizona

Saturday,
July 11, 2020

APPEARANCES:

ERIC SHAMBORA, Air Safety Investigator
U.S. Forest Service

MICHAEL REID, Aviation Safety Officer
U.S. Forest Service

PAT MOORE, Superintendent
Mesa Interagency Hotshot Crew

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Joseph Mahlau: By Mr. Shambora		4

I N T E R V I E W

MR. SHAMBORA: This is Eric Shambora, air safety investigator for the U.S. Forest Service. It's Saturday, July 11th, and this interview is in regard to the N623PB accident. And now we have with us?

MR. MAHLAU: Joseph Mahlau.

INTERVIEW OF JOSEPH MAHLAU

BY MR. SHAMBORA:

Q. Okay. And if you could tell us your -- either your role in the fire or your position title?

A. I'm just a -- well, a firefighter II. Position was the line -- just on the line.

Q. Okay.

A. I was tending to step holes, just hot ash pits, making sure that the -- there weren't hot coals, and I was securing the line. Let's see. We were up on the -- I'd say between H5 and Sling 4 on the finger, right about here. I don't know the exact spot though.

MR. MOORE: Somewhere along this finger --

MR. MAHLAU: We were along the --

MR. MOORE: -- on this edge though, right?

MR. MAHLAU: Yep. Right here. Yeah. And we were working on that really spotty area. And what I heard was -- it was a change in the rotor sound. Instead of that typical like, steady noise, it became -- well, it started changing. It was like -- it was changing in pitch. I look up, and it was -- it looked like it was

1 heading towards southwest. And it was already in the process of
2 gyrating.

3 And it was just like John said, where it was gyrating, became
4 incredibly erratic, and then tips up over -- sort of spins around.
5 It looked to me like it -- last I saw it, it was going to the
6 southwest. And then tips up. It's the ridgeline -- wherever I
7 was at, I'm not really sure.

8 And, you know, once that happened, we all gathered up. I
9 believe it was myself, Robert, Ryan, Isadera (ph.), Mick -- Austin
10 Mick, and Ian Towerspine (ph.). And I -- we yelled it out -- this
11 is Lopez -- like, hey, bird is going down. And it was -- I guess
12 at the last moment for, I think, a couple may have caught the like
13 (indiscernible), but it wasn't a whole lot. It wasn't through the
14 entire process.

15 But it's like, hey, that just went down. Which one was it?
16 It was this -- it looked like it was one of the Hueys. We need to
17 get over there. Smoke was rising pretty rapidly after the impact,
18 immediately. But then it got thick, incredibly thick immediately,
19 within a few seconds.

20 What I saw was about -- I want to say like, 9 seconds. About
21 four -- it was like 4 seconds of it unstable, about 3 seconds of
22 it pretty erratic and the whole -- about 2 seconds of it just
23 tipping and falling.

24 But once we established, like, hey, there's a fire over
25 there, we need to get over there, we just started moving on foot

1 towards it. Again, I can only make an approximate on guesses on
2 that as far as the distance. But it was a couple hundred, two to
3 three just to the south of the --

4 MR. SHAMBORA: Yards? Is that a couple hundred yards?

5 MR. MAHLAU: Um-hum.

6 MR. SHAMBORA: Okay.

7 MR. MAHLAU: Oh, and I didn't see any visible smoke. I
8 didn't see anything --

9 MR. MOORE: While he was flying?

10 MR. MAHLAU: Well, yeah.

11 MR. SHAMBORA: Before the --

12 MR. MAHLAU: You know, before that --

13 MR. SHAMBORA: Okay.

14 MR. MAHLAU: Yeah. I -- it's not --

15 MR. SHAMBORA: Before the incident.

16 MR. MAHLAU: -- like I saw in the air with visible smoke, and
17 the rotors were going the entire time when I saw it. I did not
18 see the impact. The -- it went behind the trees.

19 MR. SHAMBORA: Okay.

20 MR. MAHLAU: But we were far enough out for me to see almost
21 everything except the impact.

22 MR. SHAMBORA: Okay.

23 MR. MAHLAU: I didn't notice any winds either. And I think
24 that's it. I think you know the rest.

25 BY MR. SHAMBORA:

1 Q. So you said you were maybe 200 yards away?

2 A. Yeah, between 200 and 300.

3 Q. Okay. And I know it was --

4 A. Approximately.

5 Q. -- demoed in the video -- the other video part, but -- so he
6 was -- was he -- what direction were you facing?

7 A. Well, I was facing north. So I'll just like, do the video
8 now.

9 Q. Yeah. We'll do that in a second. It's okay. You think your
10 way through it.

11 A. When I was looking up, he was moving from right to left as
12 I'm looking at it, gyrating. And then he's -- ends up coming,
13 turns, tipping up.

14 Q. Okay.

15 A. The last I saw it was when he was moving left to right, and
16 then it tips.

17 Q. Okay. So it pretty much all happened in front of you?

18 A. Right.

19 Q. Okay. And you --

20 A. Right.

21 Q. -- were facing, again, what direction roughly?

22 A. North/northwest-ish.

23 Q. Okay.

24 A. It was like, oh, man, dude, that just happened.

25 Q. Okay. So total -- you got some good times in there. Total

1 time lapse from the time the aircraft starts acting erratic?

2 A. Eight to nine seconds.

3 Q. Eight to nine? Okay. All right. And then same thing, I
4 know you mentioned a little bit of a difference in noise.

5 Anything that you heard either during the accident sequence that
6 changed with the engines or the rotors up to the time of impact
7 and even after?

8 A. The only thing that was changing really was just the sound.
9 It was the sound of rotors. But again, I can't tell if it was
10 like changing speed or if it was because the lift and direction of
11 the (indiscernible) are just rotating.

12 Q. Okay. Pitch or loudness? Or --

13 A. I'd say pitch. The loudness for it was pretty constant.
14 It -- I mean, yeah, it was same distance. It was just like the
15 pitch of it. Can't tell if that was because of the direction.

16 MR. SHAMBORA: Okay. Mike, you got anything?

17 MR. REID: No.

18 MR. SHAMBORA: Okay. Anything we forgot to ask, should have
19 asked?

20 MR. MAHLAU: No.

21 MR. SHAMBORA: Okay. All right. No problem. All right,
22 we'll stop it here and let you demo.

23 MR. MAHLAU: Okay.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

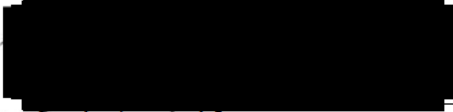
IN THE MATTER OF: FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020
Interview of Joseph Mahlau

ACCIDENT NO.: WRP20LA211

PLACE: Arizona

DATE: July 11, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

FATAL CRASH OF A FIREFIGHTING

*

HELICOPTER NEAR PAYSON, ARIZONA,

*

Accident No.: WRP20LA211

ON JULY 7, 2020

*

*

* * * * *

Interview of: AUSTIN MICK, Lead Forestry Technician
U.S. Forest Service

Arizona

Saturday,
July 11, 2020

APPEARANCES:

ERIC SHAMBORA, Air Safety Investigator
U.S. Forest Service

MICHAEL REID, Aviation Safety Officer
U.S. Forest Service

PAT MOORE, Superintendent
Mesa Interagency Hotshot Crew

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Austin Mick:		
By Mr. Shambora		4

I N T E R V I E W

MR. SHAMBORA: This is Eric Shambora, air safety investigator for the U.S. Forest Service. It's Saturday, July 11th, and this interview is in regards to the N623PB accident. And I have with me now?

MR. MICK: Austin Mick, lead forestry technician.

MR. SHAMBORA: All right. Forest Service?

MR. MICK: Yes.

MR. SHAMBORA: All right.

INTERVIEW OF AUSTIN MICK

BY MR. SHAMBORA:

Q. Yeah, so if you could just kind of describe maybe where you were at, what you were doing, and then what you saw?

A. So I was with the Alpha Squad basically just south of the crash, within I'd say maybe 100 yards if I had to guess. That's in relation to the crash site, so probably the best way I can describe my location.

Q. Okay. What'd you see happen?

A. It was about the time I could hear the strange noise coming from the helicopter, and other individuals shouting out things about the helicopter. Like just a reference to, whoa, there's something going on over there. I turned my head, all I could see was basically the ship just above the tree line and it entering the tree line, and then hearing and seeing the impact was all.

Q. Okay.

1 A. So that short second maybe.

2 Q. Okay. Anything else?

3 A. No.

4 Q. Okay.

5 A. That's pretty much it.

6 Q. Okay. So you were about 100 yards away?

7 A. I would say.

8 Q. And then what direction were you facing?

9 A. Facing north.

10 Q. You were facing north? If you want to have him -- if you
11 could look at that. Yeah, look at that map, and we'll put a
12 little mark on there where you -- roughly where you were.

13 MR. REID: So where do you think you were?

14 MR. MICK: This is the location.

15 MR. REID: No, that would be your crash site.

16 MR. MICK: Oh, it was -- so we were working right in here.

17 MR. REID: Okay.

18 MR. MICK: So I suppose --

19 MR. REID: This area?

20 MR. MICK: Yeah.

21 MR. REID: Looking that direction?

22 MR. MICK: (Indiscernible).

23 MR. REID: Okay, perfect. Okay.

24 MR. SHAMBORA: So you mentioned a strange noise. How would
25 you describe the noise?

1 MR. MICK: Kind of like the movies. Like the rotors just
2 chopping through the air going shoop, shoop, shoop, shoop, like it
3 being extremely close to you and like, slowed down almost. Like
4 really loud. It was almost startling.

5 MR. SHAMBORA: Okay.

6 MR. REID: Was it loud, like would you describe it as a slap,
7 like a pop, pop, pop, pop? Or just a continuous steady clap?

8 MR. MICK: Not like when it's sitting on the ground in front
9 of you and you're about to walk into it. Not that normal thing.
10 More like it's -- I guess you could say slowing down and chopping
11 through the air.

12 MR. SHAMBORA: Okay.

13 MR. MICK: I guess. I don't know how to say.

14 BY MR. SHAMBORA:

15 Q. From the time you noticed it -- any erratic behavior to the
16 time it kind of went behind the trees, what would you -- how long?
17 What would you guess?

18 A. Probably a full second. Literally like --

19 Q. Okay.

20 A. -- not much time at all.

21 Q. Okay.

22 A. That's why initially I didn't bring up that I was a witness.
23 Because I wasn't really, you know, with that short bit of time --

24 Q. Sure.

25 A. -- not much of a --

1 Q. Okay.

2 A. -- witness. You know, so --

3 Q. So what happened after the aircraft impacted? What'd you
4 guys do?

5 A. So we just heard the impact. It was kind of like a
6 realization of what just happened, but I would say for the next
7 2 minutes, we all started moving that direction. Then we kind of
8 stopped after slowly heading in that direction, maybe like 30, 40
9 feet, gathered our short squad up to just make sure that we were
10 doing the right thing.

11 So like, make sure that, like obviously a lot of radio
12 traffic started, and our leadership was like, aware that we were
13 about to walk in to see, and whether or not they wanted us to. So
14 when that was confirmed, then we lined out and went up there,
15 which all happened within a minute and a half of the impact, I
16 would say.

17 Q. So you guys ended up going to the accident site together,
18 okay. How long did it take you to get there?

19 A. Probably less than 2 minutes.

20 Q. Okay.

21 A. I'd say it was pretty quick it seems like.

22 Q. All right. And then you get up -- how close could you get,
23 and what were you guys seeing and hearing?

24 A. So we walked up just underneath it, and we walked up to the
25 edge of the little fire that it -- had been started, which wasn't

1 very active. And then could just see the ship pretty much fully
2 engulfed, and that was -- you know, that was it. So just sitting
3 south of it, you know, looking up at it. So that was pretty much
4 it.

5 Q. Engine's not running?

6 A. No.

7 Q. No mechanical noise?

8 A. So I took a second, because I was thinking about the worst
9 case scenario, if it likes explodes or something while we're all
10 standing there. So I took a second to just like, briefly scan to
11 just see like, if anything weird or like -- I mean, I don't know
12 much about helicopters.

13 But it seemed like it was all pretty inactive, and what was
14 burning -- or what would burn was burning, you know what I mean?
15 And all I recall, I believe, is by the time -- from like the few
16 good looks I did take at it, that the tail rotor was facing like
17 almost west/southwest.

18 Q. Okay.

19 A. And then, obviously like the cab and everything was -- by the
20 time the fire was put out, it was kind of non-existent. I didn't
21 really take a hard look at that. So --

22 MR. SHAMBORA: Okay. You got anything, Mike?

23 MR. REID: No.

24 MR. SHAMBORA: Is there anything that we didn't ask that we
25 should have, or we're not thinking about?

1 MR. MICK: I don't think that there's really anything else
2 that I could tell you to help you as far as that goes.

3 MR. SHAMBORA: Okay.

4 MR. MICK: So --

5 MR. SHAMBORA: Okay. We'll stop here, and then we'll let you
6 fly the helicopter for us here.

7 MR. MICK: Okay.

8 (Whereupon, the interview was concluded.)
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

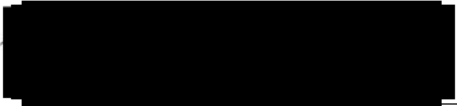
IN THE MATTER OF: FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020
Interview of Austin Mick

ACCIDENT NO.: WRP20LA211

PLACE: Arizona

DATE: July 11, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

FATAL CRASH OF A FIREFIGHTING

*

HELICOPTER NEAR PAYSON, ARIZONA,

*

Accident No.: WRP20LA211

ON JULY 7, 2020

*

*

* * * * *

Interview of: ADAM MURRAY, Saw Team

Mesa Interagency Hotshot Crew

Arizona

Saturday,

July 11, 2020

APPEARANCES:

ERIC SHAMBORA, Air Safety Investigator
U.S. Forest Service

MICHAEL REID, Aviation Safety Officer
U.S. Forest Service

PAT MOORE, Superintendent
Mesa Interagency Hotshot Crew

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Adam Murray:		
By Mr. Reid		4
By Mr. Shambora		5
By Mr. Reid		6
By Mr. Shambora		10
By Mr. Reid		11

I N T E R V I E W

MR. SHAMBORA: All right. This is Eric Shambora, air safety investigator with the U.S. Forest Service. It's Saturday, July 11th, and this is in regard to the N623PB accident. And we have with us now?

MR. MURRAY: Adam Murray, Mesa Hotshots. I was on a saw team about northwest of H5. So our position with the -- there was two saw teams kind of in this area here.

INTERVIEW OF ADAM MURRAY

BY MR. REID:

Q. Right on the line?

A. Yeah.

Q. So here?

A. Yeah. At that moment, I was facing kind of like a north/northwest, kind of like looking up and over. Because we had -- we were just cutting heat off trees. And my saw partner was pushing something over, and that's when I caught the helicopter kind of over north of H5. And I saw him make a drastic maneuver. And that's when I went to my saw partner, and I was like, dude, check this pilot out, you know?

And then just in that moment of still facing north, talking to him, that's when it came back in my visual over near the crash site and did like, two more maneuvers. And then it came up. The helicopter looked to go vertical as it went and it fell about right below that tree line. The next thing that was heard was

1 that thud.

2 And that's when I looked at my saw partner, was like, the
3 helicopter just crashed. And he was -- and then of course he was
4 shocked. And then there was silence, and then we saw the smoke.
5 I looked at the saw team that was right behind me, and I was like,
6 we got to go that way. So there was the saw teams and two others,
7 and we just started hiking up towards that crash site.

8 BY MR. SHAMBORA:

9 Q. So the lapsed time from maybe from the time you first saw it
10 to the time of impact? Guessing?

11 A. I would say probably the time, maybe about quarter after
12 12:00.

13 Q. Okay.

14 A. And from the time I first saw it to the crash, I mean,
15 probably couldn't be more than like 20 seconds -- 20 or 30
16 seconds. It happened that fast.

17 Q. Okay. And then your -- so your perspective, was it like --
18 was the belly toward you? Was the top toward you? The side?

19 A. When I first saw it, it was traveling north. So kind of it
20 came around H5 and made that maneuver. That's when I was with my
21 saw partner. And then it went up to where the crash site was, and
22 it kind of went to like, a right movement, a left, and that's when
23 it kind of went vertical. And then as it was coming down tail
24 first -- and then it fell below that treeline.

25 Q. So --

1 A. I don't know what happened between.

2 Q. Okay. It goes vertical, you were looking at what part of the
3 craft?

4 A. I'm looking at the right side.

5 Q. Okay. How high up would you say? And I know we'll do it
6 with the demonstration, but how high up? Guess on the nose how
7 high up.

8 A. Maybe it was -- I don't have -- I mean, maybe like 100 feet
9 above the tree. Like it looked further from what -- where I was.

10 Q. Okay.

11 A. But it was definitely nose [sic] first.

12 Q. Okay.

13 A. Yeah. And then it probably -- it dropped like a good second,
14 and then it hit that treeline.

15 MR. SHAMBORA: Okay.

16 BY MR. REID:

17 Q. Could you see the load underneath it suspended at the time
18 that you had first noticed it?

19 A. Throughout the whole thing, I didn't see a load drop. You
20 know, I didn't -- so -- and then, of course when we walked up to
21 the crash site, that -- the actual sling was still in the trees.
22 So just when we -- based on that, it wasn't far from the crash
23 site.

24 Q. At any point, did you actually notice the load underneath the
25 aircraft? Or was it just all eyes on the aircraft?

1 A. No. I noticed the load, and that's why I -- my assumptions
2 were that he was trying to kind of counteract that load. I mean,
3 just because when he -- when I first saw him over H5, he kind of
4 made like a right movement, and it swung out. And that's when I
5 talked to my saw partner. And then, when he was over where the
6 crash site was, and he kind of made that right and then left and
7 kind of swung, and then it came down, and then he came down too.

8 Q. Okay. So you saw that final swing of the load before he made
9 his --

10 A. Yeah.

11 Q. -- fish?

12 A. Yeah. So when --

13 Q. So it still appeared to be connected at that point?

14 A. Yep. Yeah, I mean, it -- I'm sure it was, and like -- but he
15 went vertical, and then it dropped, and then the actual crash
16 noise, complete silence, which was -- you know, as it was, you
17 couldn't hear anything. And then we saw that puff of smoke. And
18 then just quick seconds afterwards, just people being like, what
19 just happened, you know, can't believe I just seen that. And then
20 I grabbed the saw team -- my saw team, and we started to hike.

21 MR. SHAMBORA: When -- so roughly how far away were you
22 distance wise from -- to the accident site?

23 MR. MURRAY: I mean, we were pretty far. We were in this
24 area here. Not quite sure how far that is. I mean, it was kind
25 of like a second thought. Because the immediate --

1 MR. MOORE: Were you --

2 MR. SHAMBORA: So was it --

3 MR. MOORE: Were you hustling?

4 MR. MURRAY: Yeah.

5 MR. MOORE: How long did it take you to get there?

6 MR. MURRAY: I mean, maybe 10 minutes.

7 MR. SHAMBORA: Okay.

8 MR. MOORE: For 100 plus yards?

9 MR. MURRAY: Yeah. Because it wasn't -- it was like, we need
10 to get from here to there.

11 MR. SHAMBORA: Okay.

12 MR. MURRAY: So let's go.

13 MR. SHAMBORA: Okay.

14 MR. MOORE: Just knowing how they hike --

15 MR. SHAMBORA: Sure.

16 MR. MOORE: -- I'm sure --

17 (Simultaneous speaking.)

18 MR. MURRAY: No.

19 MR. SHAMBORA: Yeah. No, it's good.

20 MR. MURRAY: Yeah, it was more of a, you know, like a PT hike
21 plus some to get from here to there.

22 MR. SHAMBORA: Okay.

23 MR. REID: The -- but you guys were working saw, you had
24 vegetation around you, trees around you. From your site picture,
25 you're looking this way. How open was that tree line? Was the

1 tree line pushed back from us quite a ways, or was it right up
2 next to you?

3 MR. MURRAY: Near the crash site?

4 MR. REID: No. From your vantage point as you were watching
5 that whole -- out in front of you, if you had to gauge how close
6 those -- closest, you know, pinion or tree border to you, how far
7 would that be? Basically asking, how closed in on the canopy were
8 you?

9 MR. MURRAY: For what? Just over the crash site or over in
10 H5 was?

11 MR. MOORE: From where you were cutting.

12 MR. REID: Where you saw all of it.

13 MR. MOORE: He wants to know --

14 MR. MURRAY: Oh, okay. There was like a patch of junis maybe
15 30 feet from us, out in front of us, so -- yeah, because -- yeah,
16 where like, helispot was, there was still trees. And we were on
17 that hotline just cutting out heat from trees and just kind of
18 dropping trees that were -- had -- that still had smoke in them.

19 MR. REID: Okay. So your site picture of the helicopter was
20 happening over the top of that patch? Or off to the side of it?

21 MR. MURRAY: Yeah, he looked to be kind of just north of it.

22 MR. REID: Okay.

23 MR. MURRAY: So he was still kind of over the trees where H5
24 was. And then, like I said, I turned to my saw partner. And then
25 that's when he came into view over where that crash site was. And

1 that's where I watched the last two and drop. And it was kind of
2 just, okay, let's go.

3 BY MR. SHAMBORA:

4 Q. Had you observed him on any of the previous drops?

5 A. No. There was a lot of aircraft. And we were cutting a lot.

6 Q. You were busy.

7 A. So I was -- it was mainly eyes on trees, not really in the
8 sky. It just happened to be, we took that break because he was
9 pushing something over. And I just happened to just be
10 standing -- facing the correct way and kind of saw it. I was
11 like, that's not normal. So I told him, and then I saw the last
12 two and drop. And then it had to have -- I mean, it seemed like
13 seconds just because --

14 Q. Okay.

15 A. -- it was like he said, from here to there.

16 Q. So just -- during the sequence, any smoke coming out of the
17 aircraft?

18 A. No.

19 Q. Anything falling off the aircraft?

20 A. No. I mean, it -- no. There was no smoke. I mean, I --
21 when he was over here, I mean, I didn't hear anything. And I
22 think he was too far to even hear like, the pitches that they were
23 hearing.

24 Q. Okay.

25 A. But I didn't see any smoke, I didn't see pieces fly off, I

1 didn't see a load fall. I was next to a radio, but I didn't hear
2 any kind of like -- any kind of panic or transmissions saying that
3 there was something wrong, any stuff like that.

4 Q. All right.

5 A. So no, I didn't hear.

6 Q. And you were kind of far enough away where you didn't really
7 notice any change in any kind of noise coming from --

8 A. Yeah, no. I mean, yeah, no. We were, I mean, sitting out
9 here. The saw team behind me had their saw on.

10 Q. Oh.

11 A. So it was kind of like I heard a saw --

12 Q. Okay. Yeah.

13 A. -- rather than --

14 Q. Got you.

15 A. -- like a helicopter spooling.

16 MR. SHAMBORA: Okay.

17 BY MR. REID:

18 Q. So I'm just here just to clarify what we were just talking
19 about. So from where you were standing to the treeline that was
20 right there in front of you --

21 A. That's --

22 (Simultaneous speaking.)

23 Q. -- 30 yards, 30 feet?

24 A. -- was, yeah.

25 Q. Thirty yards?

1 A. Yeah. I'd say about 30 yards.

2 Q. About 30 yards? And you're looking over the top of that tree
3 line and seeing the helicopter do what it's doing clear back over
4 here somewhere, right?

5 A. That -- yeah, that first one. So he -- when I saw he did the
6 first kind of turn, and then that's when the load kind of kicked
7 out. And then that's when I looked at my saw partner, and then I
8 was looking north.

9 Q. Okay. And at the time you look at your saw partner, he's on
10 your right side?

11 A. No, he's in -- he's right in front of me.

12 Q. In front of you? So --

13 A. So yeah, I'm standing facing kind of up.

14 Q. Okay.

15 MR. MURRAY: And I saw --

16 MR. MOORE: Do you mean before the (indiscernible)? So were
17 you pushing the tree over --

18 MR. MURRAY: Yeah, so it --

19 MR. MOORE: -- looking north?

20 MR. MURRAY: So if he's there, I'm standing back probably
21 here.

22 MR. REID: Okay.

23 MR. MURRAY: And then I saw him over here -- I saw the
24 helicopter like over here.

25 MR. REID: Okay.

1 MR. MURRAY: And then that's when I turned and looked at him
2 to look. And --

3 (Simultaneous speaking.)

4 MR. MURRAY: And I don't know if he was really paying
5 attention like, to me, because he was trying to do his own thing.
6 So as I'm looking at him, and then I can see, you know --

7 MR. SHAMBORA: Okay.

8 MR. MURRAY: -- the crash was like, straight north.

9 MR. REID: And 30 yards out or so is where that tree line is?

10 MR. MURRAY: That's where the H5 tree line was, yeah.

11 MR. REID: Off to that side --

12 MR. MURRAY: Yeah, and then --

13 MR. REID: -- the initial site of the crash?

14 MR. MURRAY: Yeah. Then that crash site --

15 MR. REID: Okay.

16 MR. MURRAY: -- was, I mean, burnt beyond burnt.

17 MR. SHAMBORA: Got anything else?

18 MR. REID: No. That's great.

19 MR. SHAMBORA: Is there anything we didn't ask you or that
20 we're not thinking about that we should?

21 MR. MURRAY: No. I mean, it's -- the weather was -- I mean,
22 what you were saying, he had probably the greatest vantage point
23 of it, so I mean, it's all pretty consistent. Not much moving,
24 which seemed to be a typical day. It really wasn't. But --

25 MR. SHAMBORA: No gusts or anomalies or anything like that --

1 MR. MURRAY: No. We didn't --

2 MR. SHAMBORA: -- you guys noticed?

3 MR. MURRAY: We didn't feel anything crazy.

4 MR. SHAMBORA: Okay.

5 MR. MURRAY: It was light winds southwest.

6 MR. SHAMBORA: Okay.

7 MR. MURRAY: On clear skies. We didn't see any kind of
8 cumulous.

9 MR. SHAMBORA: Okay.

10 MR. MURRAY: It was pretty -- yeah.

11 MR. SHAMBORA: Okay.

12 MR. MURRAY: All right.

13 MR. SHAMBORA: Thank you.

14 (Whereupon, the interview was concluded.)
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

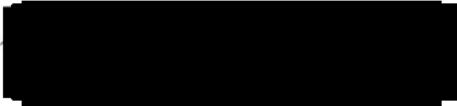
IN THE MATTER OF: FATAL CRASH OF A FIREFIGHTING
HELICOPTER NEAR PAYSON, ARIZONA,
ON JULY 7, 2020
Interview of Adam Murray

ACCIDENT NO.: WRP20LA211

PLACE: Arizona

DATE: July 11, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber