

8UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL GYROCOPTER CRASH AT

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CAPE GIRARDEAU REGIONAL

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Accident No.: WPR22FA184

AIRPORT IN SCOTT COUNTY,

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MISSOURI ON MAY 22, 2022

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Interview of: PAUL SALMON

Tuesday,
May 24, 2022

APPEARANCES:

STEPHEN STEIN, Investigator
National Transportation Safety Board

GREG GREMMINGER

ROBERT PRENGER

MICHAEL WALTER

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I N T E R V I E W

(11:00 a.m. CDT)

MR. STEIN: Stephen Stein with the NTSB. It is May 24, 2022, about 11:00 a.m.

Paul, could you state your name and spell it?

MR. SALMON: Name is Paul Salmon, common spelling, P-A-U-L; last name Salmon, same as the fish, S-A-L-M-O-N.

MR. STEIN: And do you consent to being recorded?

MR. SALMON: Sure. I consent --

MR. STEIN: And then --

MR. SALMON: -- to being recorded.

MR. STEIN: Thank you so much. And then, this will be transcribed --

MR. SALMON: Okay.

MR. STEIN: -- and then made available in our public docket when the case is nearing its conclusion. Are you okay with that?

MR. SALMON: Absolutely.

MR. STEIN: Thank you so much. Okay. All right. So, Paul, let's continue with the agency audio that we're going to be listening to.

For the transcriber, please do not include any of the ATC audio in the transcription, please, so anything that we're playing; only what Paul is saying and the other people in the room. I'm going to go around the room and introduce people's names.

1 MR. GREMMINGER: Greg Gremminger. Spell it?

2 MR. STEIN: Yep.

3 MR. GREMMINGER: G-R-E-G, G-R-E-M-M-I-N-G-E-R.

4 MR. PRENGER: Robert Prenger. That's R-O-B-E-R-T,
5 P-R-E-N-G-E-R.

6 MR. WALTER: Michael Walter, M-I-C-H-A-E-L, W-A-L-T-E-R.

7 MR. STEIN: All right, all. Thank you all for doing that.
8 Okay, let's go to the next one.

9 INTERVIEW OF PAUL SALMON

10 BY MR. STEIN:

11 Q. Any reason why he would ask for a --

12 A. Progressive?

13 Q. Progressive, yeah.

14 A. I don't know, because we probably -- like I say, he did about
15 30 hours here, and, you know, most of that was done
16 (indiscernible) of the 30 hours I flew with him, probably 25 of it
17 was here; and in that time, he probably did 250 takeoffs and
18 landings, so -- you know, and then taxied in and out a dozen odd
19 times, so you would think he would know -- you know, would be
20 familiar with what taxi was where, so --

21 Q. Okay.

22 A. (Indiscernible).

23 Q. And does he -- he still does not sound like he normally --

24 A. No. His speech is actually slower than, you know, than what
25 I would expect, you know, what I've heard in the past when he was

1 talking to tower, or talking to me, or whatever, so --

2 Q. Okay.

3 A. It's, it's surprising to me that he asked for progressive and
4 made the statement, I'm unfamiliar with the airport, because he
5 should be very familiar with the airport, as much as he's flown
6 here, so --

7 Q. Okay. All right, here's the next one. Okay. Now, we're
8 moving to take-off.

9 A. Yeah, you can hear it rolling up. Okay. That sounds a
10 little more normal, and, you know, he was, you know, more
11 purposeful in his speech, and not delayed and pausing, so --

12 Q. Yeah.

13 A. For whatever that's worth.

14 Q. Okay. Now, I'm going to play his last transmission.

15 A. Okay. He's obviously distressed there. I don't know what's
16 got him distressed, but he's -- something's got him upset, so --

17 Q. That's what we were thinking, too.

18 A. Yeah. Maybe --

19 Q. We don't know his --

20 A. No, he's, he's distressed. That's not his normal tone of
21 voice.

22 Q. Okay.

23 A. So --

24 Q. Yeah, that's very helpful. When he came in, did you talk to
25 him day of, the day --

1 A. Yeah. Well, not the day of. I talked to him on Friday, and
2 I spent most of the day with him on Saturday, because the weather
3 was bad, so he hung out in the office with us, and, matter of
4 fact, we flew down to Lamberson and took him to lunch out at
5 Lambert's in the helicopter, and never had any complaints or
6 any -- nothing that made me think he was ill in any way. You
7 know, he was oriented and not showing any kind of confusion or
8 medical problems at all (indiscernible).

9 A. So, cognitively --

10 Q. That was on Saturday.

11 A. -- he seemed okay?

12 Q. On Saturday, yeah. Friday when he came in, Saturday when he
13 came in, didn't have any concerns. He was his normal self, so to
14 speak, you know, and didn't have any concerns at all.

15 A. Physiologically --

16 Q. -- no.

17 A. -- he wasn't like hurting or anything --

18 Q. No.

19 A. (Indiscernible)?

20 Q. No, he flew in, he hung out with us for -- it was kind of
21 late. It was, well, it was 8 o'clock at night. So, he -- so, I
22 let him borrow the -- my -- one of the vehicles over, my truck
23 that I drive, and he went into one of the hotels. Interestingly
24 enough, I saw that he left the receipt on the, on the bar there
25 for wherever he stayed. I don't remember which hotel he stayed

1 at. But anyway, I happened to notice it sitting there this
2 morning, so (indiscernible).

3 UNIDENTIFIED SPEAKER: Well, did you hear him on the radio
4 when he came in? You were in an aircraft --

5 MR. SALMON: Yeah.

6 UNIDENTIFIED SPEAKER: -- too?

7 MR. SALMON: Yes, I was flying. I was in the pattern.

8 UNIDENTIFIED SPEAKER: And how did he sound? He wasn't on --

9 MR. SALMON: Sounded normal.

10 UNIDENTIFIED SPEAKER: -- the tower, right?

11 MR. SALMON: (Indiscernible). The tower was closed, so he
12 just, he reported appropriately on a left downwind for 2. Winds
13 were -- or, 2-0. Winds were out of the south pretty strong,
14 actually, because it was a quick trip up for him. He only made
15 one -- he had mentioned he only had to make one refuel stop, and I
16 don't remember where, but -- on the way up, because he had such a
17 good tailwind.

18 UNIDENTIFIED SPEAKER: And how did he sound?

19 MR. SALMON: He was --

20 UNIDENTIFIED SPEAKER: (Indiscernible)?

21 MR. SALMON: -- normal. I mean, he hadn't done nothing
22 that -- he didn't seem confused. I mean, he made appropriate
23 radio calls and --

24 UNIDENTIFIED SPEAKER: Similar to what you heard here, or no?

25 MR. SALMON: Not really. His voice -- he wasn't that -- and

1 when he, you know, when he was taxiing out, especially, he's
2 pause, and, and like I said, I don't know if he was doing
3 something in the aircraft as he was taxiing out and got distracted
4 or whatever. But when he made the calls in the pattern, there
5 wasn't any -- there was no hesitation in his voice or anything.
6 He did not sound confused and made the appropriate radio call on
7 the downwind. I don't remember if he reported anything after
8 that, but I remember him reporting on our left downwind, because I
9 was coming in in the helicopter, and I just went down
10 (indiscernible), so --

11 MR. STEIN: That's it. There's no other --

12 MR. SALMON: Yeah.

13 MR. STEIN: I don't have any other audio.

14 MR. SALMON: Okay.

15 MR. STEIN: Okay, I'm going to go ahead and stop the
16 recording now.

17 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL GYROCOPTER CRASH AT
 CAPE GIRARDEAU REGIONAL
 AIRPORT IN SCOTT COUNTY,
 MISSOURI ON MAY 22, 2022
 Interview of Paul Salmon

ACCIDENT NO.: WPR22FA184

DATE: May 24, 2022

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.



Lisa Sevarino
Transcriber