

ABRO Statement:

At the time of the crash, I had stepped out from the ABRO box to help coordinate a cargo mission with my aircraft (16HX) so I did not witness it from the ABRO box.

Pad 2 Statement:

At Pad 2 we had finished planning the internal helicopter cargo mission when I was walking back to the Contractor Trailer, and I noticed a Helicopter West of the Airfield performing a gyroscope motion in the air. As I saw the helicopter come crashing down to the ground, I made an announcement to the ABRO box over deck that we have had a hard landing and to call 911 and to get crash rescue on the way. I responded with my Superintendent and Squad Boss in the Supt. Truck with a crash kit and Fire Ext.

Everything happened so fast I don't recall the times of when events took place.

/S/ Corey Wessels
09/10/2022

1757

ACTIVITY LOG (ICS 214)

1. Incident Name:

Fairview Incident

2. Operational Period: Date From: 09/10/2022 Date To: 09/11/2022

Time From: 0700

Time To: 0700

7. Activity Log (continuation):

Date/Time	Notable Activities
engine was already shut down when I arrived. nothing was turning.	I got a fire extinguisher and arrived at the scene with BM's fuel truck driver and my mechanic, Russ. All 3 crew were already out of the helicopter. BH was laying on its left side. Willick was lying on his back about 50' behind the heli. he was in pain but moving. I proceeded to BH where Mitch was standing, but also injured. As I moved around the heli I smelled for fuel and looked for smoke, no fuel leaks and only a slight bit of smoke from the exhaust. I found Adam laying on the left side of the heli. Injured but moving all extremities. He was obviously in a lot of pain but could move his arms and legs. Russ and I did not want to move him if there was no fire. I looked in the cabin and the fuel valve had already been turned off. I then opened the hose compartment and disconnected the battery. Russ and I stood by Adam, ready to move him if a fire started. When paramedics arrived I stayed at the heli with extinguisher until Adam was moved. I watched the entire incident from start to finish. I believe that Adams quick actions with a tail rotor failure saved all of their lives.
	page 2 of 2

8. Prepared by: Name: _____

Position/Title: _____

Signature: _____

ICS 214, Page 2

Date/Time: _____

ACTIVITY LOG (ICS 214)

1. Incident Name: Fairview Incident		2. Operational Period: Date From: 09/10/2022 Date To: 09/11/2022 Time From: 0700 Time To: 0700	
3. Name: Kyle Holtan	4. ICS Position: HEBM (T)	5. Home Agency (and Unit): CalFire BDU	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
15:15	Arrived @ Banning Helibase. Tied in with Helibase manger for pass down & whole operation of the Helibase.		
1540	Someone came into the box and said 2BH crashed & myself Helibase manger grabbed the Crash Rescue plan & went into the radio room. I told him I would go to the crash site.		
1545	I drove to crash site & called the Helibase manger to reponde 3 additional Engines with 3 AMB paramedics. Deck took IC controlled the area with Banning PD. I checked with the medics to see the status of the victims. at & called the Helibase manger with up date & told them they will be going to the hospital in the desert. From the I talked with Battalion 3 who took IC at the time, from I heard.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

1. Incident Name: Fairview Incident		2. Operational Period: Date From: 09/10/2022 Date To: 09/11/2022 Time From: 0700 Time To: 0700																												
3. Name: Luis Gallardo	4. ICS Position: HelM	5. Home Agency (and Unit): BDU / PRADO HELITACK																												
6. Resources Assigned: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 33%;">Name</th> <th style="width: 33%;">ICS Position</th> <th style="width: 34%;">Home Agency (and Unit)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>				Name	ICS Position	Home Agency (and Unit)																								
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8. Prepared by: Name: Luis Gallardo Position/Title: HelM Signature: [Redacted Signature]																														
ICS 214, Page 1		Date/Time: 9-10-22 / 17:46																												

ACTIVITY LOG (ICS 214)

[illegible]

ACTIVITY LOG (ICS 214)

[illegible]

ACTIVITY LOG (ICS 214)

[illegible]

ACTIVITY LOG (ICS 214)

1. Incident Name: FAIRVIEW		2. Operational Period: Date From: _____ Date To: _____ Time From: _____ Time To: _____																												
3. Name: SHANE MANNERS	4. ICS Position: HMGB(T)	5. Home Agency (and Unit): LACo FD																												
6. Resources Assigned: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 33%;">Name</th> <th style="width: 33%;">ICS Position</th> <th style="width: 34%;">Home Agency (and Unit)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>				Name	ICS Position	Home Agency (and Unit)																								
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8. Prepared by: Name: _____		Position/Title: _____ Signature: _____																												
ICS 214, Page 1		Date/Time: _____																												

ACTIVITY LOG (ICS 214)

1. Incident Name:

2. Operational Period: Date From:

Date To:

Time From:

Time To:

7. Activity Log (continuation):

Date/Time

Notable Activities

NICK STATED HE HAD LOWER BACK PAIN. I LEFT HIM WITH CHRIS PEENL, ALSO A MEDIC. MITCH WAS NO SETTING WITH LAWSON AND ALSO 1/2 OF LOWER BACK PAIN. BOTH SEEMED STABLE TO ME. AS I WENT BACK TO UPDATE THE MEDIC HE WAS MOVING ADAM AWAY FROM THE AIRCRAFT. HE STATED HE FELT LIGHT HEADED. WE SAT HIM DOWN AND STARTED BI LAT AC IV'S. 1000cc CONN TO (R) AC PT WAS 456 WITH GOOD CMS POST C-COLLAR. IT WAS MOVED TO GURNEY FOR TRANS.

8. Prepared by: Name:

Position/Title:

Signature:

ICS 214, Page 2

Date/Time:

DOLLY

INCIDENT NAME/NUMBER:

DATE:

[illegible]

214 NOTES

1549	I WAS DOING COST SHEETS IN THE BANNING HELIBASE WHEN WE RECIVED RADIO TRAFFIC OF AN AIRCRAFT DOWN. AT THAT POINT WE INITIATED THE CRASH RESCUE PLAN WHICH WAS RVC E69 STAGED AT THE BANNING HELIBASE, AT THAT POINT I RESPONDED BEHIND E69 IN MY RENTAL AND ASSUMED INCIDENT COMMAND, GAVE A REPORT ON CDF CMD 3 T10 TO FAIVIEW COMMUNICATIONS AND ORDERED 2 ADDITIONAL ALS ENGINES AND 2 ALS AMR AMBULANCES, E69 HAD ALREADY ASSUMED PT CARE AND HAD A PROTECTION LINE ON THE GROUND, VARIOUS PERSONEL FROM THE BANNING HELIBASE ALSO RESPONDED TO ASSIST . AFTER MY INITIAL ASSESMENT OF THE SCENE I OBSERVED THE HELCO (T) SITTING AGAINST THE WALL ADJACENT TO THE TAIL OF 2BH BEING TENDED TO BY FIRE PERSONEL, E80 WAS 2ND ON SCENE AND ASSISTED WITH PT CARE, THE FIRST ARRIVING AMR UNIT ARRIVED AND ASSUMED PT CARE AS WELL, BY THE TIME THE 2ND AND 3RD AMR UNITS ARRIVED ALL 3 OF THE PTS INVOLVED IN THE CRASH WERE LOADED UP AND TRANSPORTED TO DESERT REGIONEL HOSPITAL.

ACTIVITY LOG (ICS 214)

1. Incident Name: Fairview Incident		2. Operational Period: Date From: 09/10/2022 Date To: 09/11/2022 Time From: 0700 Time To: 0700	
3. Name: <u>ANDREW CARMONA</u>		4. ICS Position: <u>HCCM (T)</u>	
		5. Home Agency (and Unit): <u>RRL</u>	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
<u>09/10/2022</u> <u>1954</u>	<u>UPON ARRIVING ON SCENE I ASSISTED ENGINE 69 WITH HELPING NICK CLEMENTS AND MITCH HUBARD WALK TO THE SIDEWALK IN FRONT OF THE HOME WHERE THE ACCIDENT OCCURED. AFTER BANNING POLICE DEPARTMENT SECURED THE SCENE I REMAINED OUTSIDE OF THE ACCIDENT SITE TO PROVIDE SECURITY AND TO MONITOR THE HELICOPTER FOR ANY SMOKE/FIRE DURING THE INITIAL RESPONSE I WITNESSED ENGINE 69 SPRAY A LITTLE BIT OF WATER ON THE BACK SECTION OF THE HELICOPTER WHERE A LIGHT WHITE SMOKE APPEARED. AFTER THE WATER WAS DEPLOYED THE SMOKE DISSIPATED.</u>		
8. Prepared by: Name:	Position/Title:	Signature: _____	
ICS 214, Page 1		Date/Time: _____	

September 10, 2022

Subject; Helicopter Crash

Location: West of Banning Airport (Runway 8 approach end)

On September 10, 2022 I was at the Banning Helibase sitting in my vehicle when Riverside County Fire E-69, departed their staging location, near the skydiving school building inside the airport property, responding code 3 towards the gate off of E Westward Ave at approx 1553. At approx 1554, E-69 reported to Perris ECC of the aircraft down incident. With me being a Fire Captain with Southern California Logistics Airport, I departed the Banning airport and responded to the scene on S Hathaway Street and E Lincoln Street, just outside the Banning airport property near the approach to runway 8.

When I arrived on scene at approx 1555, I parked 1 residence down from the incident on S Hathaway South and across the street from the scene. I donned my PPE (brush gear, gloves and helmet), grabbed my fire radio and walk up to the scene to meet with the IC. As I approached the driveway from the street, I could see the helicopter laying on its port side in a private residential yard, between the secondary metal structure and the bushes to the North. No fire or smoke was visible. One of the patients was being medically attended to by the firefighters just South East of the helicopter next to the metal building. At that time only 1 patient was visible from my position. I identified myself to the IC and asked the IC if all occupants had been removed from the helicopter, he told me yes, when I asked the IC if he wanted me to have Banning PD secure and preserve the scene and remove all of the civilians from the immediate area on the street, the IC said yes..I went to the closest Police vehicle and asked them to secure the scene, by putting up caution tape and not allowing anyone except law enforcement, fire and medical into the scene, I said "this is now a crime scene". The officer advised he had a unit on scene to handle this. As I was walking back to the residence, the first patient I saw near the metal building was being walked to the curb in front of the residence, away from the scene for further evaluation. I went to the residence of the crash and asked the 3 persons standing in the driveway if they had any injuries from the crash, (they were between the primary residence and secondary metal building), they said no but a male subject (with a beer in his hand" said "I have a hole in my building". I asked them to please stay on the side of the metal building away from the crash site. This is now a crime scene and they may not be able to leave without asking the IC. The second fire engine was arriving on scene. When returned to the IC, I advised the scene was being secured and civilians removed from the area except for the 3 residents of the property. At this time the first AMR unit was arriving and was guided in the North driveway of the residence, the unit was backed into the driveway. I saw one of the on site fire personnel with 2 helmets from the aircraft, I told the IC those had to be replaced exactly where they were found and to document who moved them and when they were returned. I asked the IC if he needed any additional help, he said not at this time, I advised he needed to be prepared for the investigation, start documenting the scene, get the names, agencies and phone number for everyone that entered the property of the crash site. To take pictures and make a map of the scene and crash site. I returned to my vehicle, retrieved my note pad and started my own recollection of my participation and map of the site. When I returned to the IC, I documented one of the individuals that was previously around the crash site inside the yard, he the leader from USFS H-538. When I returned, the IC already had a firefighter gathering the information from all personnel that entered the scene. I told the IC that if he didn't have anything further for me, I would return to the Helibase. He confirmed and thank me for my assistance. During my time at the scene, my focus was on scene preservation and I did not pick up, relocate, move, or disturb any items at the crash scene. At 1620, I witnessed a Hispanic male wearing a nomex yellow media shirt taking photos and video of the scene. I approached him and told him his photos and videos may be needed for the investigation. He asked me who the IC was, I told him I didn't know his name and I gave him my business card. I returned to the Banning airport and made notification to my Chief of my involvement at this scene.

Respectfully,

Scott A Soares SR



ACTIVITY LOG (ICS 214)

1. Incident Name: FAIRVIEW		2. Operational Period: Date From: 09/10/22 Date To: 09/11/22 Time From: 0700 Time To: 0700	
3. Name: LEONEL VAZQUEZ "LEO"		4. ICS Position: FFII	
		5. Home Agency (and Unit): CALFIRE - PRO	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time		Notable Activities	
09/10/22 1559		DISPATCH	
09/10/22 1601		ON-SCENE	
		ARRIVED ON-SCENE AS PART OF E69, WE WERE ASSIGNED CRASH RESCUE.	
		CUT OFF THE ENGINE & MY PARTNER RIGHT AWAY ASKED ME TO BRING OUR	
		ALS GEAR. WITH THE HELP OF TWO OTHER FIREFIGHTERS & WE TOOK THE	
		EMS GEAR. AS I WALKED UP I SAW A DAMAGED HELICOPTER ON ITS	
		SIDE AND TOLD THE TWO CALFIRE FLIGHT CREW MEMBERS, CONSCIOUS &	
		MOVING, SOMEONE ELSE HAD STARTED AN ASSESSMENT ALREADY, MY PARTNER	
		WAS WITH THE PILOT, WHO WHO-HE DETERMINED WAS THE PRIORITY	
		PATIENT & ASKED ME TO BRING OUR EMBARK OVER, WHICH I DID,	
		KNOWING THAT THE OTHER TWO CREW MEMBERS WERE DOING GOOD, CONSIDERING	
		THE SITUATION. ALSO A FIREFIGHTER/PARAMEDIC FROM LA COUNTY ASSIGNED	
		TO THE INCIDENT ASSESSED THEM ALONG W/ OTHER CALFIRE PERSONNEL. I	
		ASSISTED MY PARTNER (FIREFIGHTER/PARAMEDIC VEGA) W/ THE PILOT, WE	
		RELOCATED DUE TO THE HEAVY SMOKE. AT THIS POINT FC LOPEZ PULLED A	
		1 3/4 in LINE TO MITIGATE THE SMOKE. MY PARTNER FF/PM VEGA CONTINUED HIS	
		ASSESSMENT AND TREATMENT ON THE PILOT, E80 ARRIVED & WERE TOLD TO TREAT	
		& ASSESS CHIEF CLEMENT & FC HUBBARD. AMR ARRIVED ON SCENE, WE LOADED	
		THE PILOT & TRANSPORTED TO DESERT REGIONAL, MY SELF & FF/PM VEGA	
		RODE IN W/ AMR. DURING TRANSPORT THE PATIENT WAS MONITORED, AMR PARA-	
		MEDIC ADMINISTERED FENTANYL FOR PAIN MANAGEMENT. WE ARRIVED TO	
		DESERT REGIONAL & PT CARE WAS TURNED OVER TO HOSPITAL STAFF. WITH ALL	
		THIS BEING SAID, THERE WAS MULTIPLE CALFIRE PERSONNEL & A COUPLE OF LA COUNTY	
		FIRE FIREFIGHTERS WHO ASSISTED W/ PATIENT CARE.	
8. Prepared by: Name: LEONEL VAZQUEZ JIMENEZ Position/Title: FIREFIGHTER II Signature: [REDACTED]			
ICS 214, Page 1		Date/Time: 09/11/22	

ACTIVITY LOG (ICS 214)

1. Incident Name: FAIRVIEW		2. Operational Period: Date From: 9-10-22 Date To: 9-11-22 Time From: 0600 Time To: 0800	
3. Name: ELI VEGA		4. ICS Position: FF II PARAMEDIC	
		5. Home Agency (and Unit): CAL FIRE RRU	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time		Notable Activities	
9-10-22 1559		I ARRIVED AT SCENE TO A HELICOPTER CRASH AND IMMEDIATELY SAW AN INJURED FIRE PERSONNEL LYING SUPINE NEXT TO A SHED. I IMMEDIATELY DIRECTED ME FF VASQUEZ TO GRAB THE MEDICAL SUPPLIES. THE INJURED FIRE PERSONNEL WAS BEING ATTENDED TO BY A FIRE CAPTAIN THAT WAS NOT INVOLVED IN THE CRASH. THE FIRE CAPTAIN STATED TO ME "THE PILOT IS STILL IN THE HELICOPTER". AS I WALKED TO THE HELICOPTER, I SAW THE PILOT OUTSIDE, HE LYING SUPINE APPROXIMATE 5 FEET AWAY FROM THE DOWN HELICOPTER. I MADE CONTACT WITH THE INJURED PILOT AND BEGAN MY ALS ASSESSMENT. I PLACED A C-COLLAR ON THE PILOT AND ASSISTED HIM OFF OF THE GROUND AND MOVED HIM AWAY FROM THE HELICOPTER. I CONTINUED WITH ALS TREATMENT AT SCENE UNTIL UNTIL ALS TRANSPORT ARRIVED. ONCE ALS TRANSPORT ARRIVED, I GAVE THE TRANSPORT PARAMEDIC PASSDOWN REPORT OF THE PATIENT. THE PATIENT WAS LOADED UP INTO THE TRANSPORT AMBULANCE AND TRANSPORTED CODE 3 TO ORMC.E.R. I NOPE IN DURING TRANSPORT TO CONTINUE WITH PATIENT CARE. WE ARRIVED AT ORMC.E.R. AND AND PATIENT CARE WAS TURNED OVER.	
8. Prepared by: Name: ELI VEGA		Position/Title: FF II PARAMEDIC Signature: 	
ICS 214, Page 1		Date/Time: _____	

