

Statement from [REDACTED]

On 4/26/2024, [REDACTED] and I left Heliworks hangar at approximately around 5:45 am. [REDACTED] flew the Bell 206 L 4 and I drove the fuel truck. We arrived at work site at ARCO around 6:15 am. We both signed in at the work site with Woodward & Curran representative [REDACTED] (safety officer). Note: helicopter remained at ground idle while signing in.

We began working around 6:25 am. [REDACTED] first fertilizer load was about 6:30. Radio check was initiated and was working properly. [REDACTED] was gone for approximately 5 to 7 minutes for each load. I communicated with [REDACTED] throughout the entire time. Last communication with [REDACTED] was around 7:15 am. Within a minute I attempted to contact him again as he was beginning to be behind schedule to be back for his next load, but he didn't respond back. I could not see him because of the hills in the area. I continued to call him on the radio but no respond back from him. I called his cell number, but he didn't answer. At about 7:35 am [REDACTED] left the staging area and drove towards the polygon where [REDACTED] was flying. [REDACTED] came back to the staging area within a minute or so and told me the Helicopter is down.

I rode with [REDACTED] to the top of the hill where you could see the crash. I then got out and ran to the crash site to check on [REDACTED] (7:45 am). Upon arriving there, [REDACTED] was not responsive. The helicopter engine was off, but I turned off all other switches and remained with [REDACTED] until the EMS arrived (7:50 am).

[REDACTED] se 4/27/2024

[REDACTED] 4/27/24