

From: [Stephen Stein](#)
To: [Tealeye Cornejo](#)
Subject: Fwd: NTSB Investigation: 6120.1 Form
Date: Tuesday, April 30, 2024 8:59:16 AM
Attachments: [99C accident.docx](#)

FYI

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From: william miller [REDACTED]
Sent: Tuesday, April 30, 2024 8:49:25 AM
To: Stephen Stein [REDACTED]
Subject: RE: NTSB Investigation: 6120.1 Form

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Stephen-

Here's the narrative which I accidentally omitted on the report I sent last week.

Bill Miller

From: Stephen Stein [REDACTED]
Sent: Wednesday, April 24, 2024 12:11:05 PM
To: millerwilliamc@msn.com [REDACTED]
Cc: Tealeye Cornejo [REDACTED]
Subject: NTSB Investigation: 6120.1 Form

Good afternoon Mr. Miller,

Thank you for taking my call today. As mentioned the NTSB investigator-in-charge of this accident is Tealeye Cornejo (copied on this email).

As you know the National Transportation Safety Board is investigating an accident involving a Cessna 182, registration N2299C, which occurred on April 23, 2024 in Challis, Idaho. You have been identified as the operator of the helicopter at the time of the accident and by the rules pertaining to the notification and reporting of aircraft accidents (Title 49 *Code of Federal Regulations* Part 830), require the operator and/or pilot of an aircraft involved in an accident, or certain incidents, to file a report on NTSB Form 6120.1/2 and furnish other information as required within **10 business days** of the accident.

Please complete the entire form and include a detailed written statement of the events as they pertain to the accident. Please pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident. If the pilot completed written statement, please submit it to me at your earliest convenience.

You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, you may electronically sign the form by checking the box on

the last page and e-mailing it directly to Tealeye Cornejo (copied on this email) by **May 7, 2024**. Should you have any questions, please feel free to contact me at the number below.

Stephen Stein

Senior Aviation Accident Investigator

National Transportation Safety Board

32125 32nd Ave South, Suite 140

Federal Way, WA 98001

(w) [REDACTED]

(f) [REDACTED]

[REDACTED]

On Tuesday April 23, 2024, I departed Boise (KBOI) at about 1100 MDT, flying to Indian Creek (S81), then Thomas Creek (2U8), planning a stop at Cougar Ranch (D47) for some hiking. The day was sunny with only high Cirrus clouds and low humidity. Temperature at Cougar was probably 50F. I arrived perhaps at 12 pm and overflowed the airstrip at about 1,000' and could not see the wind direction because the windsock was ragged and hanging on the pole. I was familiar with the airstrip, having landed there maybe 3 times in the last few years. The typical pattern is to overfly, proceed downstream around a big outcropping, then descend into the Middle Fork canyon, making a descending left-hand turn into the canyon, and fly upstream until sighting the approach end of runway 20.

All seemed normal up to this point, and I slowed, lowering 40 degrees of flaps, and descended further aligning with the runway. I was a little higher than normal, and about 70 knots airspeed. I continued the final approach and landed perhaps a couple hundred feet from the end of the runway and began concentrating on keeping the aircraft on the narrow runway. After touchdown as I was approaching the last part of the runway, I saw that there was a large mudhole on the runway, so I eased the aircraft to the right slightly off centerline to avoid the water. The surface there was smooth turf. Realigning as I approached the runway end, I noticed I was travelling too fast and tried to stop, but instead ran off the runway end through some big rocks and onto a small knoll. This is not good, I thought. The nose strut was torn loose, and the nose dug into the hillside, flipping the aircraft onto its back, finally stopping upside down.

The engine was stopped and I was hanging upside down held securely by BAS lap belt and shoulder harnesses. I determined that I was uninjured, so hung there collecting my thoughts.



I noticed my 406 ELT's red light was illuminated, indicating it was on-as is normal for my situation-and I reached with my shoe and turned it off; I did the same for the aircraft master switch. I was not suffering from shock but was relatively clear-headed. Something that made me feel good: there was no odor of fuel. After relaxing for 5 minutes, I decided it was time to exit the aircraft. Hmmm!

I thought about this for several minutes knowing that once released, I would make a dive into the aircraft headliner. Finally, I put one hand on the headliner to catch myself and unlatched the buckle. Well, somehow it worked out, and I eventually opened the passenger door (right door was jammed) and got out onto the underside of the left wing. I got onto the ground and walked to the other wing and sat for a while. Everything was in order, so I waited and listened for any arriving aircraft. I presume that the time was around 12:15 pm.