

CITY OF LOS ANGELES
CALIFORNIA

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April 24, 1998



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF FIRE

200 NORTH MAIN STREET
LOS ANGELES, CA 90012

WILLIAM R. BAMATTRE
CHIEF ENGINEER

AND

GENERAL MANAGER

(213) 485-6003

<http://www.ci.la.ca.us/dept/LAFD>

Wayne Pollack
Air Safety Investigator
National Transportation Safety Board
1515 W. 190th Street
Gardena, CA 90248-4328

SUMMARY

As a result of a helicopter crash, a group was formed to interview witnesses that saw or heard anything related to the crash. This group consisted of David M. Yamahata, Battalion Chief, Los Angeles City Fire Department; Larry Harris, Helicopter Pilot, Los Angeles City Fire Department; Bob Pulley, Detective, Los Angeles Police Department, Northeast Division, Neolani Mars, NTSB.

FINDINGS

The group interviewed 9 visual witnesses (6 documented) that observed the helicopter take off after loading of the patient, 22 visual witnesses (12 documented with witness locations placed on attached map) that observed the helicopter when it lost its tail rotors, then make a forced landing (See Attachments). From the interviews the group has concluded that:

1. The helicopter did not appear to be having any problems when departing the helispot with the patient. Members of Task Force 74, assisting with the landing and taking off of the helicopter, stated helitac personnel performed normal visual checks prior to taking off.
2. The helicopter followed a routine path to Children's Hospital when it lost parts of its tail rotor components flying over the Griffith Park Mountains. (Map Page 469, Block 16).
3. The helicopter continued to follow the terrain, traveling in a southbound direction down the canyon.



4. The helicopter sounded as though it was experiencing mechanical problems, either engine or rotor.
5. Witnesses stated that it appeared the helicopter was attempting to find a place to land.
6. The helicopter struck several trees while making forced landing.

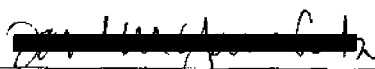
Communications between Fire 3 and Burbank tower were reviewed (Attachment B) which revealed all communications were normal for this type of flight. The pilot never indicated a problem during any of the transmissions.

The following individuals were audio witnesses to radio transmissions by Fire 3 indicating an emergency at approximately 0740 hours, then Fire 3 making another statement approximately 20 seconds of an emergency landing. These transmissions were heard on radio frequency 123.025 mhz (Attachment C). Jeff Baugh, reporter, KFWB helicopter, Michael Nolan, flying Beechcraft Bonanza, along Hollywood Freeway, Sergeant Bruce A. Speirs and Officer Tracy Sanchez, Burbank Police Air Support Unit.

Interviews were conducted with Helitac Dennis Silgen and Helicopter Pilot Steve Robinson. The interviews was conducted by Battalion Chief Pat Engel, Battalion Chief John Nowell, Captain II James Dolan and Helicopter Pilot Larry Harris. Dennis Silgen could not recall any new information that could assist the investigation in terms of the cause which resulted in the forced landing or locations of crewmembers (Attachment D). Steven Robinson could only recall taking the flight but could not recall any further information regarding the actual flight or problems (Attachment E).

CONCLUSION

The loss of the helicopter's tail rotor components prevented the pilot from properly maneuvering the helicopter, which resulted in the pilot making a forced landing. This report did not address the cause behind the loss of the tail rotor components.



David M. Yamahata, Battalion Chief
Los Angeles City Fire Department
Witness Coordinator

WITNESS LIST

ATTACHMENT A – Visual witnesses to Fire 3 taking off from Stonehurst Playground without any problems. All members are assigned to Fire Station 74.

1. Captain II Robert S. Nicolau
2. Captain I Steven Gallina
3. Firefighter Gary Hood
4. Firefighter Mark Villasenor
5. Firefighter Armando Martinez
6. Engineer Richard Anderson

Attachment A – Visual witnesses to Fire 3 experiencing problems, losing parts of the tail rotor and make a forced landing in Griffith Park. The locations of the following members have been placed on the attached map.

1. Robert Lacko
2. Irmgard Lacko
3. David Lee Frater
4. Robert O'Dell McIntire
5. Alberto Martinez
6. Hector Rivera, Roger Jones
7. Olga Figueroa
8. Haynon Holmes
9. Clifton Murrell
10. Lloyd Payne
11. Aluizio Couto
12. Michael Sandoval

Attachment B – Audio witnesses to tape of Fire 3's communications with Burbank tower, which revealed all communications were normal for this type of flight.

1. Stephen Ford, FAA Safety Inspector
2. Douglas Matthews, Director of Maintenance, Los Angeles County Fire Department, Air Operations
3. Tom Jeffers, Helicopter Pilot, Los Angeles City Fire Department, Air Operations

Attachment C – Audio witnesses to radio transmissions on frequency 123.025 mhz

1. Jeff Baugh, reporter, KFWB helicopter
2. Michael Nolan, flying Beechcraft Bonanza
3. Sergeant Bruce A. Speirs, Burbank Police Air Support Unit
4. Officer Tracy Sanchez, Burbank Police Air Support Unit

Attachment D – Interview of Helitac Dennis Silgen

Attachment E – Interview of Helicopter Pilot Steve Robinson

AIRCRAFT MISHAP WITNESS'S STATEMENT

NAME: TASK FORCE 74

ADDRESS: 7777 FOOTHILL BLVD. , TUJUNGA, CA

TELEPHONE NUMBER:

WORK: [REDACTED]

OCCUPATION: FIREFIGHTERS

LOCATION RELATIVE TO MISHAP: Assisted with landing and takeoff at Stonehurst School, site where patient was picked up, prior to transport to Children's Hospital.

NARRATIVES:

Captain II Robert S. Nicolau: Witness stated no unusual activity on approach. He did not notice anything unusual on ground, observed helitac look up into main rotor, stated helicopter took off slowly.

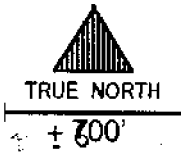
Captain I Steven Gallina: Witness stated the helicopter approach had evident skid vibration, laterally. Witness stated Helitac personnel looked up at main rotor system after landing. Witness stated Mike McComb got out and looked up at rotors, then loaded patients. McComb had exited left cabin door.

Firefighter Gary Hood: Witness stated Fire 3 made normal approach after Fire 2 departed. Approximately 30-50' above ground, noticed unusual vibrations of skids, normal touchdown. Vertical takeoff then forward movement, stated helitac went towards tail about even with tail, looking at helicopter in general.

Firefighter Mark Villasenor: Witness was directing landing in school yard, noticed vibration of landing gear (skids). Witness states helicopter on ground less than 5 minutes, position was in front of helicopter. Helitac stayed in front and looked up at main rotor system. Witness states he did not recall helitac moving around A/C. McComb disembarked A/C from co-pilot seat and re-entered co-pilot seat before departure. Other helitac exited left door then got back in. Nothing sounded unusual.

Firefighter Armando Martinez: Witness stated Fire 3 circled school yard with landing approximately 200' from him. His position was as safety guard to front of A/C, had his back to A/C most of time. Did not notice activity of helitac personnel.

Engineer Richard Anderson: On engine parked across the street from school. All normal, did not observe helitac activity on ground.



SEE
TAIL ROTOR
SEPARATION MAP

TAIL ROTOR #1

TAIL ROTOR #2

90' GEAR BOX

BRIDLE TRAIL

MT. HOLLYWOOD DR

BRIDLE TRAIL

WESTERN CANYON RD

LAST
RADAR
HIT

WEST TRAIL

④

⑤

GRIFFITH PARK
OBSERVATORY

⊕ WITNESS

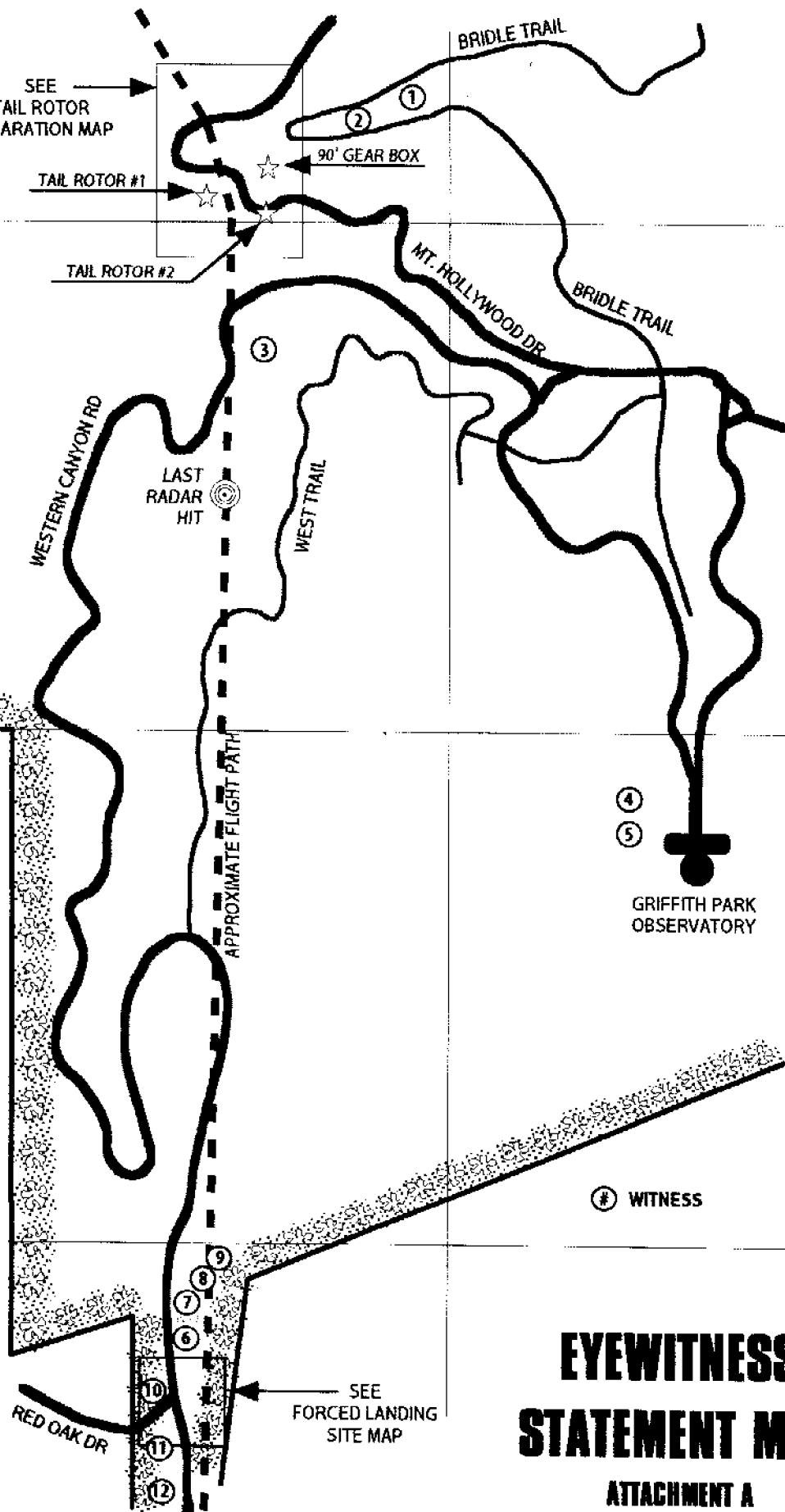
APPROXIMATE FLIGHT PATH

SEE
FORCED LANDING
SITE MAP

RED OAK DR

EYEWITNESS STATEMENT MAP

ATTACHMENT A



ATTACHMENT A

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 1

NAME: ROBERT LACKO

DOB: [REDACTED]

ADDRESS: [REDACTED] BURBANK, CA. 91505

TELEPHONE NUMBER:

HOME: [REDACTED]

OCCUPATION: RETIRED

LOCATION RELATIVE TO MISHAP: Hiking on trail, north of observatory
Map Page 469, Block 16

NARRATIVE: At 0737 hours, witness was walking down on hiking trail from Mt. Hollywood. As he was walking, heard loud bang saw something fall from the A/C (aircraft) to his right, witness was facing south. Witness heard another noise (bang) and saw another piece of A/C debris (red & white) fall. Witness stated A/C was descending and following terrain. A/C may have turned slightly to left, did not see smoke. Witness lost sight behind ridge, changed his position on ridge and then was able to see A/C contact trees at crash site. A/C finally did emit small puff of smoke at crash site. Witness stated bangs sounded like hitting a hammer against a metal pole. Witness stated he thought the parts were from the tail prop.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 2

NAME: IRMGARD T. LACKO

DOB: [REDACTED]

ADDRESS: [REDACTED] BURBANK, CA. 91505

TELEPHONE NUMBER:

HOME: [REDACTED]

WORK: [REDACTED]

OCCUPATION:

LOCATION RELATIVE TO MISHAP: Hiking on trail, north of observatory
Map Page 469, Block 16

NARRATIVE: Witness was hiking with husband on trails in Griffith Park. She stated that the helicopter flew overhead and made a large noise, she looked up and saw a piece of A/C descend (she thought the helicopter hit a bird) then a large noise again and she could see another piece of the A/C descend to the ground. A/C was approximately 100' from witness.

A/C made a sharp turn to the left and descended, she watched as A/C continued to descend and she could hear additional noises, rotor possibly striking trees and finally three additional noises and a puff of smoke. Noises sounded like gun shot or metals to metal sounds. Witness stated the first piece of metal falling from A/C was larger than second piece of metal falling.

No visible smoke at the time A/C was overhead.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 3

NAME: DAVID LEE FRATER

DOB: [REDACTED]

ADDRESS: [REDACTED] [REDACTED] [REDACTED] [REDACTED] LOS ANGELES, CA 90020

TELEPHONE:

HOME: ([REDACTED])

OCCUPATION: [REDACTED], LAGUNA HILLS

LOCATION RELATIVE TO MISHAP: Driving on Western Canyon Road, SB
Map Page 469, Block 15, Hydrant 4

NARRATIVE: Witness states he saw a person parked on road in Griffith Park on turn out, vehicle was small foreign car. Individual appeared to have in his possession what appeared to be a double barrel shot gun. Individual was male black, short hair, approximately 6', 200+ pounds. Witness was within 20' of suspect as he drove by.

Witness stated he was driving north at time, then turned around and continued back south but did not see suspect again, only his car. At this time witness heard loud noise, like gun shot and then saw A/C "fishtailing" down the canyon, with smoke emitting from rear of aircraft. As the A/C passed over car, making only rotor noise, no engine sounds and rotor making sound like bicycle chains grinding.

Witness also gave statement to LAPD (see attached report).

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 4

NAME: ROBERT O'DELL MCINTIRE

DOB: [REDACTED]

ADDRESS: [REDACTED] LOS ANGELES, CA 90007

TELEPHONE NUMBER:

HOME: [REDACTED]

WORK: [REDACTED]

OCCUPATION: LA PARK AND REC, MAINTENANCE WORKER

LOCATION RELATIVE TO MISHAP: Concession stands near the observatory
Map Page 469, Block 3

NARRATIVE: At approximately 0720 hours, witness stated he saw helicopter moving slow, sounded like it was hesitating (missing), moving at 35-40 MPH. The A/C was moving south at about 400-500 feet above ground but descending. Witness stated A/C going straight with no turns.

Witness then turned back and few minutes later heard the crash.

7

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 5

NAME: ALBERTO MARTINEZ

DOB: [REDACTED]

ADDRESS: [REDACTED] CHINO HILLS, CA

TELEPHONE NUMBER:

HOME: [REDACTED]

WORK: [REDACTED]

OCCUPATION: [REDACTED] [REDACTED]

LOCATION RELATIVE TO MISHAP: Parking lot of Observatory
Map Page 469, Block 3

NARRATIVE: Witness was at parking lot of the Griffith Park Observatory when he noticed a helicopter descending for what he thought was a normal landing. Witness did not notice anything unusual with the A/C. Helicopter was flying about same height as the parking lot and was descending down the canyon going south.

Witness states the doors were closed on the A/C, engine and overall noise of A/C sounded normal. Witness did not observe any fire, then heard an explosion several minutes later.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 6

NAME: HECTOR P. RIVERA, ROGER JONES

ADDRESS: [REDACTED]

TELEPHONE NUMBER:

WORK: [REDACTED]

OCCUPATION: [REDACTED]

LOCATION RELATIVE TO MISHAP: 200' North of crash

NARRATIVE: Witnesses observed A/C flying low approximately 200' north of accident site. A/C was coming down at an angle and observed A/C hit a tree and crashed down.

WTINESS # 7

NAME: OLGA M. FIGUEROA

ADDRESS: [REDACTED] LOS ANGELES, CA 90005

TELEPHONE NUMBER:

HOME: [REDACTED]

OCCUPATION: [REDACTED]

LOCATION RELATIVE TO MISHAP: 100' from crash site

NARRATIVE: Witness approximately 100' from location of crash, observed A/C hit trees and crash down. Witness did not observe the A/C smoke prior to the crash.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 8

NAME: HAYNON HOLMES

ADDRESS: [REDACTED] LA, CA 90020

TELEPHONE NUMBER:

HOME: [REDACTED] MOTHER (JOANNE)

LOCATION RELATIVE TO MISHAP: Sitting in park north of Red Oak

NARRATIVE: Witness sitting in park, saw A/C crash land, first noticed A/C approximately 25' above highest tree, smoking and shaking.

WITNESS # 9

NAME: CLIFTON MURRELL

ADDRESS: [REDACTED] COVINA, CA

TELEPHONE NUMBER:

WORK: [REDACTED]

HOME: [REDACTED]

OCCUPATION: [REDACTED]

LOCATION RELATIVE TO MISHAP:

NARRATIVE: Assisted with putting out fire at crash, did not witness crash.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 10

NAME: LLOYD PAYNE

DOB: [REDACTED]

ADDRESS: [REDACTED] LOS ANGELES, CA 90034

TELEPHONE:

HOME: [REDACTED]

WORK: [REDACTED]

OCCUPATION: PART TIME PARK RANGE

LOCATION RELATIVE TO MISHAP: Parked on northwest corner of Fern Dell and Red Oak, facing northbound.

NARRATIVE: Witness was parked in ranger vehicle, heard popping noise (several) observed A/C approaching at altitude of tree top level. Witness stated the tail was low and saw main rotor strike trees at approximately landing speed. Witness standing outside of his vehicle and saw A/C strike ground, engine did not appear to be running. Witness immediately notified park ranger dispatch of accident.

Witness approached A/C with other people (jail workers) attempted to put fire out that emitted from A/C exhaust stack. Witness used dry chemical extinguisher to put fire out. Police and Engine 82 arrived on scene in a few minutes. Witness stated A/C appeared to be looking for place to land until it hit the trees.

AIRCRAFT MISHAP WITNESS' STATEMENT

WITNESS # 11

NAME: ALUIZIO COUTO

AGE: 33

ADDRESS: [REDACTED] RESEDA, CA 91335

TELEPHONE NUMBER:

HOME:

[REDACTED]

WORK:

[REDACTED]

OCCUPATION: ANIMAL GROOMER

LOCATION RELATIVE TO MISHAP: Stopped NB on Fern Dell near bridge approximately 100' south of crash.

NARRATIVE: Witness was driving northbound on Fern Dell, observed A/C flying low approximately 150' from crash site. Witness was in car with window down and stated he sounded as though the engine stopped and then heard the A/C hit the trees. Witness observed the A/C hit the ground.

Witness attempted to assist with extrication by trying to open pilot's door but door was jammed. At this time LAPD arrived on scene and witness thought that the A/C might explode so he stepped back. LAPD directed all civilians to back further away.

AIRCRAFT MISHAP WITNESS'S STATEMENT

WITNESS # 12

NAME: MICHAEL SANDOVAL

ADDRESS: [REDACTED] [REDACTED] LOS ANGELES, CA. 90027

TELEPHONE NUMBER:

HOME: [REDACTED] [REDACTED]

PAGER: [REDACTED]

OCCUPATION: FREE LANCE PHOTOGRAPHER

LOCATION RELATIVE TO MISHAP: Walking dogs south of crash

NARRATIVE: A little after 0700 hours, while walking dogs, witness heard a helicopter coming towards Children's Hospital. As the A/C was coming, witness could hear a clean sound of A/C flying, which suddenly changed pitch. This lasted approximately 2-3 seconds then silence.

ATTACHMENT B

3-30-98

TO: CHIEF YAMAHATA
FROM: PILOT TOM JEFFERS
SUBJECT: NTSB-COMMUNICATIONS REPORT UPDATE

Following the NTSB morning meeting on Thursday, March 26, Mr. Stephen Ford, Mr. Douglas Matthews, and myself listened to the audio tape of Fire 3's communications with Burbank tower.

Mr. Ford is the FAA safety inspector and an experienced helicopter pilot. Mr. Matthews is the Director of Maintenance for the Los Angeles County Fire Department, Air Operations. We listened for anything unusual in the communications and background noises during transmissions. All communications were normal for this type of flight. Background noises were identified as wind noise, high frequency inverter noise, and a normal level of static. The pilot never indicated a problem nor was there an indication of a problem during any of the transmissions. A copy of the transcript draft is enclosed.

Chief Engel provided a copy of the condensed OCD tape to me on Friday afternoon, March 27. I listened to the tape on Saturday, March 28. The tape includes both channel 8 and channel 17. Fire 3's flight terminated about 0737 hours. All communications from Fire 3 sounded normal and routine. There was no indication of a problem on either channel.

ATTACHMENT B



U. S. Department
of Transportation
Federal Aviation
Administration

Memorandum

DRAFT

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
Lifeguard Fire 3; Griffith Park, CA; March 23, 1998,
1539 UTC

Date: March 26, 1998

From: Burbank ATCT

Reply to
Attn of:

To: Aircraft Accident File HHR-AFSS-068

This transcription covers the Burbank ATCT Local Control position for the time period from March 23, 1998, 1526 UTC to March 23, 1998, 1542 UTC.

Agencies Making Transmissions
Lifeguard Fire 3
BUR ATCT, Local Control
N85V

Abbreviations
LNF3
CD
N85V

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving Lifeguard Fire 3.

Ronald A. Nang
Quality Assurance & Training Specialists
Burbank ATCT
March 26, 1998

DRAFT

1526

1527

1528

1529

1530

1531:14

LNF3

burbank tower lifeguard fire three

HHR-AFSS-068
Lifeguard Fire 3
Page 2 of 4

DRAFT

1531:16 LC lifeguard fire three burbank tower ident burbank altimeter three zero zero five say request

1531:20 LNF3 and uh fire three we're on the ground about uh five north of the airport like to uh transition southbound and we'll be out of one thousand for two point five cross mid field uh direct for mount lee

1531:34 LC lifeguard fire three transition approved as requested

1531:36 LNF3 fire three

1531:51 LC county fire three traffics helicopter three miles north of burbank airport one thousand eight hundred has you in sight

1531:56 LNF3 fire threes got tee vcc eleven
1532

1532:52 LC lifeguard fire three traffics a boeing seven thirth seven on a one one mile right base runway one five four thousand eight hundred descending

1532:58 LNF3 fire threes uh fire three that traffic would be on my uh six were gonna maintain the east side of the centerline for one five

1533:07 LC thank you

1533:11 LC lifeguard fire three ident

1533:13 LNF3 fire three

DRAFT

DRAFT

HHR-AFSS-068
 Lifeguard Fire 3
 Page 3 of 4

1533:17 LC lifeguard fire three radar contact one mile north of burbank airport
say altitude

1533:21 LNF3 fire threes climbing out of one point five for two point five

1533:24 LC roger
 1534
 1535
 1536

1536:07 LC lifeguard fire three traffic one oh clock four miles north east bound
altitude indicates one thousand nine hundred

1536:13 LNF3 fire three looking

1536:44 LC lifeguard fire three radar service terminated frequency change
approved good day sir

1536:48 LNF3 fire three thanks
 1537

1538:52 N85V burbank bellanca eight five victor

1538:54 LC bellanca eight five victor burbank tower ident burbank altimeter
three zero zero five say request

1538:58 N85V uh we're way over the fifty seven still inbound i just heard an
emergency call on one two three oh two a helicopter crashing at
griffith park and i i repeat i dont think its theuh (unintelligibe) i
think its one of the news copters

1539:15 LC bellanca eight five victor thank you sir if you can uh monitor the
frequency and let us know of any updates

DRAFT

DRAFT

HHR-AFSS-068
Lifeguard Fire 3
Page 4 of 4

1539:20 N85V
1540
1541
1542

i will do that eight five victor

End of Transcript

DRAFT

To: Wayne Pollack
N.T.S.B.
Lead Investigator

From: Jeff Baugh, Reporter
K.F.W.B., H/Copter
Hm. [REDACTED]
Pgr, [REDACTED]

Subject: "Fire 3"

Times'- First heard at about 7:40am 3/23/98, on 123.02. "Fire 3 emergency over Griffith Park" then about 20 Sec. later, a second call "Fire 3 emergency, gonna put it in., Griffith Park" this time alot of noise in background, Turbine winding down and blade noise

Our Location- About 1 mile S/E of E.L.A. Interchange, heading N/W. We responded best speed, arrived O/S in about 3or 4 minutes

Our Aircraft- KFWB H/Copter- Bell Jetranger B-3 "5 A.J."

If you need ANYTHING else, Please call

Jeff Baugh

[REDACTED]

Mike Nolan
[REDACTED]

March 24, 1998

Corona, Ca. 91720-5664
[REDACTED]

Mr. Wayne Pollack,

On Monday morning, March 23, at about 7:40, I was flying my Beechcraft Bonanza, N 640AM south along the Hollywood Freeway, at the 4 level interchange in downtown Los Angeles. At that time I heard an aircraft transmit on 123.025 that he had a problem and was crashing in Griffith Park. About 20 seconds later, there was another call from the same aircraft saying he was crashing in Griffith Park. I didn't write down what I heard, so I can't remember verbatim, but he did say he was a fire helicopter, and I recall hearing Fire 3. There was no Mayday call per se, but he said he did indicate he was going down. There was no mention of a specific problem with the aircraft, and no further transmissions were heard.

I regret that I cannot remember exactly what was said, but I knew it was a City Fire ship, and that he was crashing in Griffith Park. If there is any additional information that you think I may be able to provide, please give me a call.

Michael A. Nolan

CITY OF BURBANK

MEMORANDUM

DATE: March 24, 1998

TO: Noelani Mars, NTSB

FROM: Sergeant Bruce A. Speirs, Police Air Support Unit

SUBJECT: **STATEMENT REGARDING LA CITY FIRE HELICOPTER
ACCIDENT MARCH 23, 1998**

This memorandum is written in response to an official request from the NTSB for my recollections of the radio transmission I heard from "Fire 3" on the morning of March 23, 1998 and my subsequent actions.

I was at work (Sergeant, Burbank Police Air Support Unit) and at my desk in the hangar facility at the Burbank Airport. The base aviation radio was tuned, as normal, to 123.025 mhz. At approximately 0740 hours (local time) I heard broadcast "Fire 3 we have an emergency" in a clear voice but with a tone of urgency. This was the only transmission I heard from Fire 3. I did not hear any other noises or alarms tones in the broadcast. I immediately went to the radio and pulled out the "squelch" knob to improve reception but I only received two further weak transmissions which were received as static noise (the final impact point is on the other side of Mount Lee from our facility).

This was followed a transmission from traffic reporter - pilot Mike Nolan, N640AM, in the blind to the effect of "Did any one hear that? Fire ship reporting an emergency? We have a fire ship down somewhere in Griffith Park". His efforts resulted in several other traffic reports flying to the area to search.

I then called Nolan on 123.025 mhz and asked him to confirm the broadcast, if he had any further and that I would relay the help request. He confirmed the transmission but had no further other than "some where in Griffith Park"

I then called LAPD Air Support Division (213) 485-2600 and an unknown desk officer answered. I asked if they were monitoring 123.025 mhz and he said they were not. I then stated "This is Burbank (PD) and a fire ship has gone down in Griffith Park". He replied "We're on it".

I then called LA City Fire, Air Operations at VNY (818) 756-8635 and Pilot Don Carter answered. I then advised him of that one of his fire ships had gone down in Griffith Park. I called two more times with updated location information and media coverage advisories.

CITY OF BURBANK

MEMORANDUM

DATE: March 25, 1998

TO: Neolani Mars, NTSB

FROM: Officer Tracy Sanchez, Police Air Support Unit

SUBJECT: **STATEMENT REGARDING LA FIRE HELICOPTER
ACCIDENT MARCH 23, 1998**

This memorandum is written in response to an official request from the NTSB for my recollections of the radio transmission I heard from "Fire 3" on the morning of March 23, 1998 and my subsequent actions.

I was at work in the hanger area at the Burbank Police Department's Air Support Unit's facility located at the Burbank Airport. I was preparing to preflight one of our aircraft at approximately 0740 hours when I heard a radio transmission over the hanger speaker which was tuned on 123.025 mhz on one of our base radios.

The transmission stated, "Fire 3 we have an emergency". The voice sounded clear and calm. However, because of the nature of the transmission, it did catch my attention. I wasn't sure if the aircraft had an emergency or they were advising someone else of an emergency they were working.

I listened intently but could only hear static, followed by other aircraft transmitting inquires about the emergency transmission. Those transmissions were: "Did anyone hear that?", "A Fire ship with an emergency", "Somewhere in Griffith Park", "I advised Burbank Airport".

I then responded to Sergeant Speirs's office to see if he had heard the transmission and verify if we needed to respond.

Sergeant Speirs related that he did hear the transmission, then using our base radio Sergeant Speirs contacted an aircraft in the area to confirm what was going on. After receiving additional information Sergeant Speirs contacted LAPD Air Support and LA City Fire Operations and advised them of the incident.

ATTACHMENT D

Date: March 26, 1998

Interview of: Dennis Silgen

Interview Team: Larry Harris, Helicopter Pilot
James Dolan, Captain II
Pat Engel, Battalion Chief
John Nowell, Battalion Chief

DOLAN Kirk just a second I'll talk to you.

NOWELL (conversation with Dennis Silgen and unknowns)

HARRIS Are you with us a little bit here, we can ask you a couple of questions?

SILGEN Yeah, yeah.

HARRIS What ah, what we need to do today, we're kind of all assigned by the NTSB to do a kind of formal ah, interview with you, and what we'll like to do with your permission is so that we can go back and review everything, we'd like to tape this interview with you. That's why were giving you, asking you a couple of questions about the flight. Would that be OK.

SILGEN Ah ha, yeah.

HARRIS Let's move in closer.

SILGEN (mumble)

ENGEL Yeah, we're taping now.

SILGEN OK.

HARRIS The other question we'd have you..

SILGEN Do you want to turn that down, or? (Referring to TV)

HARRIS Yeah, we can turn that down, do you mind if ah, Chief Nowell is in here. Would you want him in here?

SILGEN Oh the main man..

HARRIS Oh you want him in here?

SILGEN I'm not sure, can you trust him, can you. Ha, ha.

HARRIS I trust him, as long as you do.

SILGEN No, I don't but if you do, that's fine. Ha, Ha

HARRIS OK, we'll leave him in here then.

HARRIS OK, what I think we'll do Denny before we start this just for the tape. We'll, I'll identify ourselves. I'm Larry Harris, Helicopter Pilot, in Los Angeles Fire Department, it's approximate 11:00 on March 25, 1998.

ENGEL 26th.

HARRIS 26th, I'm here in conjunction with Captain Dolan, LAFD, ah, Fire Chief Pat Engel, and Battalion Chief John Nowell, and what I would like to do is go through and ask you a few questions as far as the actual recollection on the flight. So, basically Denny what I'd like to do is just have you in your own words describe the events and activities surrounding the aircraft when loading the patient at the Stonehurst School. Do you recall any of that, event at the school?

SILGEN Yeah, a little bit. Yeah. Ah, and one of the concerns of course moving the patient was to show up with this fairly young girl and you trying to tell that she's looked like she was in pretty bad shape when they, when they loaded her up. And then our next concern there, is

because of the ship we're in, you don't necessarily feel like you're buckling her down, as good as you're gonna get to in the, in the ... ship, but ah, so, before she even got there, McComb and I had the straps stretched out fully and, and laid out.

HARRIS That was on the rear facing seat?

SILGEN Yeah.

HARRIS In the cabin.

SILGEN Yeah, right.

HARRIS OK. And was she loaded on a backboard, or a flat, or?

SILGEN Well, ah..

HARRIS Do you recall.

SILGEN I wanna say a backboard, but I'm, ah, but that might be a little vague right now because I'm not sure that I'm remembering that, but ah, ah, I would of thought that she would have been on a backboard, and I can't honestly say that, yes, I have that in my memory.

HARRIS What, what do you recall was your activity after the aircraft touched down at the school. Were you outside the aircraft as far as facilitating the loading.

SILGEN They ah, they came, they came so quick to the ship, that ah, opened, opened the one door and they were all coming in already, so.

HARRIS When you say they, was that who was that, that was approaching the helicopter.

SILGEN The ah, the two Paramedics and, and I'm not sure, who all the people were that were showing up.

HARRIS Would it have been the Paramedic from, from Rescue 81..

SILGEN Yeah, but I, ah.

HARRIS Plus ah, Task Force 74 that was facilitating the security.

SILGEN I think there were some, yeah, yeah, I couldn't point them out.

HARRIS Ah, so what was your role in activity. Did you stay in the aircraft that time.

SILGEN Ah, basically, I, I started opened the door and then I saw what was taking place. So then, I just, I just turned ah, Mack (McComb) already had the right door open, so I turned in there and they were bringing her in so, then I just ah, I had gone out and saw what they were doing, and so then I ran back around to my side and jumped back in and, and then got that, that gurney and he was fastening her across.

HARRIS So they, they loaded the patient from the left side.

SILGEN Yeah.

HARRIS OK what, ah, what was the action..

SILGEN Well wait a minute. The left side. Came in from the right side of the ship.

HARRIS The right side.

SILGEN Yeah.

HARRIS OK, what was the action of the other helitac members at that time, Mike, Mike McComb? Do you recall what his role was in this process?

SILGEN Well, the only thing I can remember was we had both said that ah, we've got, we've really got to button her down, because we don't have, we don't have all that great of a facility ah, as we normally might have.

HARRIS OK, the, the aircraft was ah, continuing to run, engine was running.

SILGEN Yeah, mmm.

HARRIS Was there any communication from the pilot to anybody on board on the approach to landing, you know after you were on the ground, do you recall.

SILGEN Yeah, I think so, but I don't remember what that was said though.
Ah.

HARRIS Do you recall whether it was anything out of the ordinary, or was it ah..

SILGEN As far as..

HARRIS Just as far as the loading..

SILGEN No I think everything was like OK, here we go, or run of the mill.

HARRIS OK, ah, tell me what you can recall ah, on the actual flight from the departure of the school to the ah, right up to the moment of impact. Ah at the crash site. Anything unusual or communication or anything that took place on board among the people in the helicopter.

SILGEN No ah, everything was pretty normal, then ah, we hold the girl up and got her in and ah, like you said, this whole thing, it was going quickly, it's a, they were saying that she was, she was looking poorly, so, kind of a hurry up feel, and ah, ah, so then got her loaded up in there and said OK, let's, let's go and ah, and it was I don't remember exactly when, but it was very shortly after ah, take off that, that's when everything turned to shit.

HARRIS OK, ah.

SILGEN But I can't give you particulars really.

HARRIS Let's ah, were you looking out the aircraft as you were flying, or were you paying more attention to the patient, or..

SILGEN I was paying attention to the patient, and checking on everybody to make sure, everybody was OK. But, and that's when the pilot said, "Oh shit".

HARRIS OK. As the ah, since the aircraft had a flight path, from Sun Valley area across the hills that were just east of Mount Lee, when you went, when you went over the ridge, did you happen to notice ah, what the altitude would have been on the aircraft, that would have been.

SILGEN No, I thought about that before, I can't..

HARRIS Do you recall whether it was normal looking, excessively low, high, anything about that.

SILGEN Ah, it was fairly early that all this took place, and when it took place that ah, there was actual problems. I would have said that we were probably already in pretty good shape as far as altitude.

HARRIS OK, what was the first indication of ah, of a problem that you noticed.

SILGEN Ah, first indication was the pilot said something, and then the ship started to turn and it was turning and kind of rocking.

HARRIS Which way did the ship turned.

SILGEN Ah, you know, now you might of hurt me. I thought, thought that started to turn a little bit to the right at first and then... (pause)

HARRIS Was it the fuselage turning to the right, or was it rolling to the right.

SILGEN No, it was just turning.

HARRIS It was making a turn to the right.

SILGEN Making a turn. Yes.

HARRIS Ah, OK, and was there any communication on board at that time.

SILGEN Yeah, ah, and I don't remember who said it first, but ah, Mack said ah, shit, we're, we're gonna be going in. And ah, the pilot said ah, I think, I think we might of lost the tail rotor. Ah..

HARRIS OK. Ah, was there any communication ah, among anyone on board other than the pilot, you and Mack, or did the Paramedics have any conversation or, or communications at that time. That you remember of.

SILGEN I, I think that they both said, shit's looking pretty shitty, but I don't, I'm not sure I remember that.

HARRIS OK, was, what was the indication other than a slight turn to the right and possible a little bit of a roll, what was the vibration like, if any.

SILGEN The vibration was kind of high, ah, but not, not just absolutely, look out, here it comes.

HARRIS What was the noise level, was there any perceivable..

SILGEN Yeah.

HARRIS ..metal on metal or.

SILGEN Yeah, we, we got some, but it wasn't like it was, it was clattering, but it wasn't like metal was just being eaten. You know just kind of like clattering and somewhere in there that's when Mack had made a

very clear point about ah, we're going in. And so that's, that's when I said, shit we gotta, we gotta make sure that we got all these straps, strapped around this kid as best we can.

HARRIS OK, as the aircraft ah, when, when the pilot made the comment that he thought he lost the tail rotor, ah, did you feel like it continued on it's flight path did it, did it seem to descend like he was possibly entering on a rotation.

SILGEN Yeah, it was, it was descending, but things were rough.

HARRIS OK.

SILGEN You know things were still rough. So it wasn't, it wasn't just like OK. Let's let her down.

HARRIS Was it, was it descending in a, in a flat plane like a normal approach, or did the nose seem to tuck under, or pitch up or was there any, any ~~foreign~~ aft, ah, pitching that you noticed on the aircraft.

SILGEN I'm not sure. I though there was some ~~foreign~~ aft pitching, but I'm really truly not sure I remember that. But you gotta remember that my memories ah, when I got back, when I got here ah, it was the same

where I, I was thinking about, you know where am I and what's wrong. And ah, then finally, somebody had the news on and they mentioned the air wreck and that's when the wheels started turning and it was up until then the wheels weren't really doing it very well.

HARRIS OK, ah, just, do you recall anything in regards to a engine noise, any ah, over reving sound of the engine or decrease sound of the engine at that time.

SILGEN No ah, just noise.

HARRIS Mostly just metal to metal noise.

SILGEN Yeah.

HARRIS Vibration noise.

SILGEN Yeah.

HARRIS OK. When you described a slight turning and a little bit roll tenancy, did you, as you say at that time, do you unbuckle your seatbelt and moved up to the patient.

SILGEN Correct.

HARRIS To help secure that.

SILGEN Yeah.

HARRIS Were you having, were you being pitched around at that time at all.

SILGEN You know, I wasn't being thrown that hard, ah, our..

HARRIS Was it hard to pull your balance, or getting up to..

SILGEN No, no, we were ah, I was able to get forward and, and get to her area, and at that point it was, the rocking was like OK, yeah there it is, but it's a, what's not so terribly forward or erratic, it was ah, such a, a, a thing where you couldn't do what you were trying to do.

HARRIS OK, what was your actual location in the aircraft, prior to unbuckling and going up to ah, secure her.

SILGEN In the cockpit, the back of the ship from her. She would have been in the front seat and I would have been in the rear seat.

HARRIS Were you in one of the side facing seats in the rear.

SILGEN No, I was facing right at her.

HARRIS You were facing right at her.

SILGEN Yeah.

HARRIS Which side of the aircraft would you have been on, on the right side behind the pilot or were you on the other side.

SILGEN I'd be on the other side.

HARRIS You were on the other side.

SILGEN Yeah.

HARRIS Were you in the seat closest to the door.

SILGEN I believe so.

HARRIS And, who might have been sitting next to you.

SILGEN I, I'm not sure I can remember that.

HARRIS OK. Ah, was there..

SILGEN Because I thought the Paramedics were both over there with her but I don't remember that.

HARRIS OK. So you don't recall where the Paramedics were actually located in the aircraft.

SILGEN No. Because I remember it seemed like Mack was back there with me, ah, but further over on the other side.

HARRIS Is it, is it possible that they may have been kneeling on the floor, attending the ... the ..

SILGEN Yes, it's possible but it's not something that I usually allow, so. Ah, but under the circumstances it, it started off pretty quick. You know how it started. So, maybe that's what happened, but ah, normally I would of, I would of asked those guys to ah, be buckled up.

HARRIS OK, you don't recall anybody ah, prior to departure from the schoolyard being in the side facing seats on the rear.

SILGEN No.

HARRIS Everybody was on their rear seats as far as you can..

SILGEN Yeah, yeah, I thought so. Yeah.

HARRIS And everybody was buckled in ah, on departure from the school with exception that you had released and ah, did any of those people seem to undo their seatbelts and move up and..

SILGEN I don't remember.

McOSKER Excuse me for just a minute. Could you get ah.. Did anyone ask you if you would like a union rep here, or did you get a chance to call one, ah..

SILGEN Ah for this, no.

McOSKER Did you have a chance. Did anyone ask you that.

SILGEN Yes.

ENGEL This isn't, this isn't. Yeah we asked him. This isn't, this isn't....

McOSKER I understand, but it's part of a ... this has been checked out, believe me. And I'm not gonna interfere with what you're doing now you know. Just want to make sure that you have been asked.

SILGEN Yeah, I was asked and..

HARRIS Could you state your name for our inquiry.

McOSKER This is Pat McOsker from UFLAC. Just here to ask Denny if he was asked if he would require a Union Rep.

SILGEN It was ah, it was mentioned to me and I thought it was John that mentioned it ah..

McOSKER OK, and you're OK, the way you're now.

SILGEN Yeah. Yeah.

McOSKER OK. Thank you very much Denny.

SILGEN OK.

HARRIS Ah, let me get together, my thoughts here again. As far as you recall, Denny ah, you were the only one that had released your seatbelt and gone and ah, were..

SILGEN No, I don't know that, you know, Mack might have been, he might have been doing the same thing, I'm just, I'm not sure.

HARRIS OK. Ah, I think we're almost done here. Just bear with us. The ah, can you describe again for us where the patient was located when she was loaded into the aircraft ah, at the school.

SILGEN With the, with the head facing left to the ship.

HARRIS OK. On the rear facing seat.

SILGEN No, on the front facing seat.

UNKNOWN On the front seat.

HARRIS Facing the rearward.

SILGEN Yeah.

HARRIS OK. Ah, what was the method of securing the patient in the aircraft initially.

SILGEN What do you mean by that.

HARRIS Well, she was on a, on a back board and then ...

SILGEN I think it was a backboard and..

HARRIS Did she have any initial seatbelts around that backboard or were they ...

SILGEN I'm pretty sure that she was all buckled in, but I'm not sure of that right now. But then she got in and then we put her straps on her.

HARRIS OK. Ah, you don't recall where the paramedics were located in the aircraft on departure from the school.

SILGEN I, I think I remember where they were, but no. It's, it pulled a blank on me.

HARRIS Ah, were you wearing your flight helmet.

SILGEN Yes.

HARRIS OK ah, did you have the, your call ah, got your chin strap on.

SILGEN Yeah.

HARRIS Did you have your face shield on by any chance.

SILGEN No.

HARRIS OK. You recall anything in regard to that, with Mike McComb, you know, whether he was wearing his helmet.

SILGEN No. I don't. I yes, he was wearing his helmet.

HARRIS OK.

SILGEN Because he made some effort to. And I don't remember but I noticed he made an effort to like I think he even left his case back in the rig or something when we left.

HARRIS OK. Do you ah, recall any additional activity where things that were being done by anybody in the rear in the aircraft when you knew that there was a possibility of a crash landing. Was there anything other than you ah, additionally strapping the, the patient down. Was there any other ah, crash positions taken or any preparation on anybody on board.

SILGEN It seemed like I can remember that we were talking something but, I just, I don't remember what it was, I really don't.

HARRIS OK. Was there anything else that you can add to this at all on the incident, things that you feel might be pertinent.

SILGEN No. Because I can, I can look, remember looking ahead and seeing that OK, we're coming in to a landing we're gonna do a crash landing. And so, that was easy to tell. Ah, but there was, shortly after that and I was, passed out.

HARRIS OK. Do you, do you..

SILGEN And I don't remember anything else.

HARRIS Do you feel that you, after you strapped the patient in additionally, did you feel like you made it back to your same seating arrangement.

SILGEN Oh, I know I would of tried that but I don't know, I can't remember actually getting that seat buckled.

HARRIS OK. You recall seating in the seat.

SILGEN I believe so.

HARRIS OK.

SILGEN I'm not sure.

ENGEL The one question I had. You did mentioned that it was fairly shortly after you took off out of the landing site that there was mentioned that there was a problem.

SILGEN Right, yeah, yeah, Mmm.

ENGEL You said you had looked outside. Do you remember where you were when that was said, or felt, I mean how far into flight were you, descending, were you?

SILGEN We were in flight.

ENGEL You were in flight.

SILGEN Yeah.

ENGEL Were you over the hills yet, or?

SILGEN Yeah, because, yeah we were kind of up on a hill and then we were starting to aim downward.

HARRIS OK. That's when you felt that you had already started your descent.
Ah, from in the, in the area.

SILGEN Right. Yeah. Yeah.

DOLAN Denny, Jim Dolan here, when you were sitting in the helicopter after you loaded the patient on board, were you at her face head or were you at her feet.

SILGEN After we loaded her in.

DOLAN Yes sir.

SILGEN I believe I was ah, like away from her face directly across from her, because she would be in those seats there and I would be in these seats over here.

DOLAN And you were right across from her and you could see her.

SILGEN Right.

DOLAN But you couldn't see her face, but you could see her feet, or you don't know.

SILGEN No I, I can see her face, because I knew I was concerned about it, because I know even before we started on the crash thing I asked the Paramedic what is wrong with her, she's not looking. And he said yeah, she's hurt real bad.

DOLAN OK, so you could see her face.

SILGEN Yeah.

DOLAN Very good.

SILGEN Yeah.

HARRIS Was everybody plugged into the hot mike so everybody was aware of the conversation.

SILGEN As far as I knew everybody was. But ah, but again, I know at one point we were, we were trying to make a better seat, so we moved a lot of the ah, because they didn't have a, a, regular helmets for those guys, so, ah, so, I don't know that we personally handed one them right then, because we were, I was still in the process of strapping her in. Realizing that we had a problem with her. Because like I said her health wasn't looking good.

HARRIS OK. Denny do you ah, recall any other ah, communication from the pilot other than when he initially said he thought that he was having a problem with the tail rotor. Was there any additional communication.

SILGEN The additional communication I believe he was trying to announce that we were going down. Ah, I thought.

HARRIS OK, but over the intercom system back to you, was there any other ah, warning or ah, talk to you as a crew member or anybody else.

SILGEN Ah, I don't know for certain. But it seemed like he was saying, "hey, we're gonna, we're gonna go in". But I don't remember for sure if that was what was said.

HARRIS OK.

ENGEL Yeah, I don't have anything else. Do you have anything Jim. No, we're, thank you very much you know, because I know the strain, you know the discomfort you must be in. I'm gonna turn this off now, the only thing I wanna ask, NTSB will have possession of the tape ah, you have your choice though. As to do you want them to transcribe it, destroy it, keep it, or do you, don't really care what they do with it.

SILGEN No. I understand. What do you guys want done with it.

ENGEL Well, like I said, it will go out of our hands. Once I..

HARRIS What are our choices.

ENGEL Well, I have to turn the tape over to the NTSB now what they do is they either transcribe and are happy with what we transcribe, and then they throw it away and destroy it. Or they take it with them, it

becomes part of the ah, the legal records which then makes it part of public information and anybody has access to it.

NOWELL Destroy it. Hear that ... It will all be, it will all be on paper.

SILGEN OK. OK.

ENGEL OK, I'll instruct the NTSB to ah, get rid of the tape.

SILGEN OK. That's what you would prefer to do.

UNKNOWN It's up to you.

SILGEN

NOWELL Yes, destroy it.

ENGEL OK. Very good.

DOLAN Thanks Denny.


ENGEL And I'm gonna turn this off now. We're done with the interview.

The following is a narrative summary of the interview with FF Dennis Silgen. This interview took place on March 23, 1998. Interviewers included FF/Pilot Larry Harris, Battalion Chief Patrick Engel, Department Safety Officer James Dolan, and Battalion Chief John Nowell.

Upon arrival at the air ambulance landing site, FF Silgen opened the left cabin door, exited the aircraft, ran around to the right side, and saw that the patient was prepared to be loaded immediately into the right side of the aircraft. He ran back to his side of the aircraft, entered, and assisted A/O McComb in securing the patient across the rear-facing seat. FF Silgen recalled nothing unusual during the loading process. A short time after take-off, and estimating that they were "in pretty good shape as far as altitude", FF Silgen recalled being on the descending (south) side of the Hollywood Hills. FF Silgen was focusing on the patient when he heard the pilot say, "oh shit." FF Silgen recalled the aircraft turning to the right, and began a rocking motion. A/O McComb was heard to "ah shit, we're gonna be going in", followed by Pilot Robinson saying, "I think we may have lost the tail rotor." (Note: These comments were heard over the helmet intercom system.) FF Silgen recalled hearing a rattling sound, and feeling moderate vibrations. Another comment heard from the pilot was a warning of some sort that they "were going down."

FF Silgen explained that he was sitting in a forward facing seat on the left side of the aircraft, wearing his flight helmet with the chinstrap secured. FF Silgen believed that he was sitting in the seat farthest to the left. He was not able to recall the locations of FF/PM Butler or FF/PM Reiner. FF Silgen recalled vaguely that A/O McComb was close to him, and wearing his flight helmet. When the trouble with the aircraft began, FF Silgen unbuckled himself to further secure the patient. The rocking motion was not so great that he could not accomplish this task. FF Silgen could not recall if he was able to sit back down and resecure his belt.

FF Silgen recalled looking ahead and expecting the aircraft to crash land. He did not recall that landing.



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James Dolan

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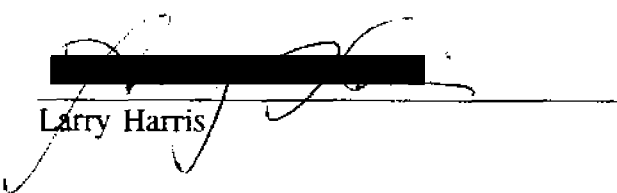


ATTACHMENT E

The following is a narrative summary of the interview with Pilot Steve Robinson. This interview took place on April 3, 1998. Interviewers included LAFD Air Operations pilot, Pilot III Larry Harris; LAFD Liaison to the NTSB, Battalion Chief Patrick Engel; LAFD Safety Officer, Captain Jim Dolan; and Steve Robinson's father, retired Captain I Dennis Robinson.

When interviewed on April 3, 1998, Pilot Steve Robinson had no memory of the flight which resulted in his forced landing of Fire 3 on March 23, 1998. His only recollection that day was wanting to take the air ambulance response to Stonehurst Playground that morning, but at this time he is unable to recollect any portion of the flight or forced landing. This includes any communications during the flight, on-board crew or passenger placement or any other events during or after the flight. In fact, until he was told at County Hospital of the incident surrounding Fire 3, he did not know that he had been involved.

Pilot Robinson was informed by the interview team that if he regained any memories of the flight on March 23, 1998, he was to immediately notify the interview team.



Larry Harris

Jim Dolan



Pat Engel

Date: April 3, 1998

Interview of: Steve Robinson

Interview Team: Larry Harris, Helicopter Pilot
James Dolan, Captain II
Pat Engel, Battalion Chief
Dennis Robinson, Steve Robinson's father, Retired LAFD Captain

HARRIS This is April 3, Larry Harris, Pilot with the Los Angeles Fire Department Air Operations, along with Battalion Chief Pat Engel, Captain Jim Dolan the Department Safety Office, doing the first interview with Steve Robinson who was the pilot of Fire 3 on March 23. Steve are you able to describe any of the events or activities within or surrounding the aircraft flight from Stonehurst School?

ROBINSON Only how I got the flight. As far as being the pilot in command...in regard that there was another pilot that was up for the flight... we kind of negotiated for the flight... I wanted to take the flight and I took it. That it..other than that I have no recollection.

HARRIS No recognition at all?

ENGEL Before we go on Larry, this is Pat Engel talking now.. I want make sure that it is understood that you have the right to representation if want....

ROBINSON Ya I don't need it.

ENGEL OK....

ROBINSON I don't want it right now anyway.

ENGEL And do you want anybody in the room besides the three of us...

ROBINSON Ah.. My dad is going to be in the room to

ENGEL OK and your dads name please

ROBINSON Dennis Robinson

ENGEL OK so Dennis Robinson will be in the room with us at this time.

ROBINSON Right.

ENGEL OK go ahead Larry.

HARRIS OK we'll continue, do you have any recollection as to the altitude or anything on...

ROBINSON I remember nothing form the flight..no ... the answers no

HARRIS You don't recall any indication of a problem.....

ROBINSON No

HARRISthat you noticed of indications...

ROBINSON NO

HARRIS You don't remember any communications

ROBINSON I don't remember anything from the flight. I remember very little form the day... the whole entire day... and the flight being a small portion of the day... I remember nothing from the flight.

HARRIS OK..... You don't recall any locations of patients or crewmembers on board?

ROBINSON None.

HARRIS When was the first time you have recall having a recollection that there was an accident?

ROBINSON I don't. I had to be told. I didn't... I have no memory of the accident at all. I mean people have told me that we crashed. And I'm all busted up, so I know it.

HARRIS And where were you told, you recall that?

ROBINSON I want be guessing...I'm guessing at the hospital...but that's all...I'm not sure.

HARRIS OK anybody, Cap Dolan do you have any...

DOLAN No I don't have any questions... he has no recollection so I have no questions.

HARRIS Chief Engel?

ENGEL Ya..no I don't have any thing further to ask... but what I would like you to understand is that people are going to be telling you things in the future and people have told you things up to now...

ROBINSON Ya

ENGEL So don't let their statements become part of your memory...so try to remember who is telling you things, eventually and possibly the memory of the flight will come back and it will be your own memory...

ROBINSON Right.

ENGEL That what we need.

ROBINSON I hope so...A big part is that at this point... is that I can't incorporate anything they tell me because I can't remember anything...

ENGEL OK

ROBINSON So there's nothing to put together.

ENGEL Great

HARRIS OK for the record..... ah we need to advise you that if you should wake-up tomorrow morning and have a miraculously memory revitalization....

ROBINSON Uh ah

HARRISthat you need to get a hold of someone on this team and....

ROBINSON OK

HARRIS ...and we go through the process

ROBINSON Sure that not a problem... I wish I could remember...

HARRIS OK

ENGEL The other thing is this tape, what's your choose?...do you want us...we're going to give the transcript to the NTSB...do you choose for them to destroy the tape or keep the tape for public record?

ROBINSON Destroy the tape.

ENGEL Destroy the tape... I understand....The interview is over.