






HOWARD COUNTY POLICE DEPARTMENT INCIDENT REPORT

1. PAGE OF 1		TOTAL		2. <input checked="" type="checkbox"/> INSIGHT <input type="checkbox"/> INITIAL <input type="checkbox"/> CONTINUATION <input type="checkbox"/> SUPPLEMENT <input type="checkbox"/> TRS						3. CASE NUMBER 13-50936											
4. DAY THU		5. DATE 5/30/2013		6. TIME 2307		7. FROM DAY THU		8. FROM DATE 5/30/2013		9. FROM TIME 2307		10. TO DAY THU		11. TO DATE 5/30/2013		12. TO TIME 2307					
13. LOCATION OF INCIDENT (STREET NUMBER, STREET NAME, APT NUMBER) [REDACTED]										14. LOC TYPE 22		15. CITY Columbia		15A. BEAT D2							
16. OFF-1 (CODE & CLASSIFICATION) 006 Aircraft Crash										17. OFF-2		18. OFF-3		19. OFF-4		20. OFF-5					
21. <input type="checkbox"/> ATT <input checked="" type="checkbox"/> COMP		22. USED <input type="checkbox"/> ALCOHOL <input type="checkbox"/> DRUG		23. FORCED ENTRY? <input type="checkbox"/>		24. CAR JACKING <input type="checkbox"/>		25. WEAPON TYPE													
VICTIM DETAILS - REQUIRED (1 of)																					
26. INV VIC		27. TYPE G		28. BUSINESS OR PERSON NAME (LAST, FIRST MIDDLE) Howard County Government						29. NICKNAME/ALIAS				30. RACE		31. SEX		32. DATE OF BIRTH			
33. ADDRESS (ST NUMBER, APT NUMBER) [REDACTED]										34. CITY Ellicott City				35. COUNTY HO							
36. STATE MD		37. ZIP 21043		38. PHONE [REDACTED]		39. DRIVER'S LICENSE NUMBER				40. LICENSE ST				41. SOCIAL SECURITY NUMBER							
42. AGE		43. HEIGHT		44. WEIGHT		45. HAIR		46. EYES		47. SKIN TONE		48. ETHNICITY <input type="checkbox"/> H <input type="checkbox"/> N		49. MARITAL STATUS							
50. VIC INJURY		51. VIC/SUS RELATIONSHIP		52. ASSAULT CIRCUMSTANCE				ADDITIONAL CONTACT / E-MAIL ADDRESS													
PERSON DETAILS (2 of)																					
53. INV		54. TYPE		55. BUSINESS OR PERSON NAME (LAST, FIRST MIDDLE)						56. NICKNAME/ALIAS				57. RACE		58. SEX		59. DATE OF BIRTH			
60. HOME ADDRESS (ST NUMBER, APT NUMBER)										61. CITY				62. COUNTY							
63. STATE		64. ZIP		65. PHONE		66. DRIVER'S LICENSE NUMBER				67. LICENSE ST				68. SOCIAL SECURITY NUMBER							
69. AGE		70. HEIGHT		71. WEIGHT		72. HAIR		73. EYES		74. SKIN TONE		75. ETHNICITY <input type="checkbox"/> H <input type="checkbox"/> N		76. MARITAL STATUS							
77. VIC INJURY		78. VIC/SUS RELATIONSHIP		79. ASSAULT CIRCUMSTANCE				ADDITIONAL CONTACT / E-MAIL ADDRESS													
VEHICLE DETAILS (1 of)																					
80. INV (IBR) STATUS DEST		81. LICENSE PLATE NO		82. PLATE STATE		83. PLATE YEAR		84. PLATE TYPE		85. VEHICLE IDENTIFICATION NUMBER (VIN) 53745											
86. VEH TYPE AERO		87. STYLE HP		88. VEH YEAR 2006		89. VEH MAKE BELL		90. VEH MODEL 407		91. VEH COLOR BLU		92. EST VEH VALUE \$3,200,000.00		93. LOC. STORED OT		94. TOWED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
95. REC. DATE		96. REC. VALUE		97. REC. LOC		98. OTHR JUR		99. REC COND		100. DISP		101. DISP. DATE		102. NEXT ACT.		103. ACT. DATE		104. PER-INV		105. PERS #	
106. NARRATIVE On the above date and time, the Howard County Police Helicopter experienced an engine loss causing the pilot to make a forced landing on the football field of Wilde Lake High School. The helicopter had four people aboard at the time of incident, all four people were uninjured as a result of the hard landing. Notifications were made to the NTSB, FAA, and MSP. The aircraft and crew had just cleared an attempted murder call and were enroute to a vehicle accident with unknown injures being reported as a vehicle into a tree.																					
107. SCENE PROCESSED? <input type="checkbox"/> YES <input type="checkbox"/> NO				VICTIMS/WITNESSES BOOKLET? <input type="checkbox"/> YES <input type="checkbox"/> NO				108. RELATED CASE NUMBERS													
109. OFFICER [REDACTED]				110. OFFICER ID [REDACTED]				111. DATE 6/5/13				112. SUPERVISOR [REDACTED]				114. DATE 6/5/13					
115. CASE STATUS <input type="checkbox"/> ACTIVE FOLLOW-UP DATE <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED										116. DISPOSITION (ONLY COMPLETE WHEN CASE STATUS = CLOSED/CLEARED)											
117. FORWARD COPY TO: <input type="checkbox"/> CIB <input type="checkbox"/> PUBLIC AFFAIRS <input type="checkbox"/> VAS <input type="checkbox"/> V&N <input type="checkbox"/> LIQUOR INSPECTOR <input type="checkbox"/> BUREAU CMOR () <input type="checkbox"/> YOUTH SECTION <input type="checkbox"/> K9 SUPERVISOR <input type="checkbox"/> CO RISK MGMT <input type="checkbox"/> TTY <input type="checkbox"/> CRIME ANALYSIS <input type="checkbox"/> OTHER ()																		118. RECORDS USE			
119. LEP? <input type="checkbox"/>						<input type="checkbox"/> K-9 INVOLVED						120. GANG RELATED? <input type="checkbox"/>									

HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 1 of 1	TOTAL	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006-AIRCRAFT CRASH	3. CASE NUMBER 130050936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County		5. DATE OF REPORT 6/4/2013	TIME OF REPORT 1600	6. RELATED CASE NUMBERS
7. NARRATIVE:				
<p>On 05/30/2013 @ approximately 2210 hours, HCPD Bell 407 helicopter "AIR-2" departed Tipton Airport (KFME) for a routine night VFR patrol flight over Howard County with 820 LBS of fuel onboard (120 GAL).</p> <p>The crew consisted of:</p> <ul style="list-style-type: none"> • HCPD Cpl. Perry Thorsvik (Pilot in Command) (Front Right Seat) • HCPD PO Craig Hoover (Pilot & Tactical Flight Officer) (Front Left Seat) • HCPD Pfc. Jacob Bell (Tactical Flight Officer) (Rear Left Seat) • AACoPD Cpl. Robert Townsend (Pilot & Tactical Flight Officer) (Rear Right Seat) <p>All crewmembers were wearing flight helmets equipped with Night Vision Goggles. During the flight, AIR-2 responded to Carr's Mill Road in Western Howard County (Frank patrol area) for an assault-in-progress call (IR#13-0050945). After assisting ground units there, AIR-2 was en-route to a rescue in Jessup (Edward patrol area)(IR#13-0050940).</p> <p>We were flying on a heading of approximately 130-degrees @120 knots of indicated airspeed (KIAS) and @1,000' mean sea level (MSL). The ground elevation in this area is approximately 400' (MSL). The helicopter was flying @600' above the ground (AGL).</p> <p>At approximately 2307 hours, Cpl. Thorsvik experienced a sudden left yawing of the helicopter, and observed a steady bright red light in the top right area of the CWAP (Caution Warning and Advisory Panel). This is the ENGINE OUT warning light.</p> <p>Cpl. Thorsvik entered an autorotation, rolled the throttle to the FLIGHT IDLE position, and identified the unlighted Wilde Lake High School football field in Columbia as the most suitable landing spot in this heavily residential area. During the autorotative descent, Thorsvik radioed a Mayday call to Potomac Approach Control. On short final approach, Thorsvik extended the glide by raising the collective in an attempt to clear trees and the football field goalpost.</p> <p>After flaring, the helicopter landed hard in the center of the football field and came to rest in an upright position. The nose of the aircraft was pointed in a direction of approximately 188-degrees. After the rotor blades were stopped with rotor brake, Thorsvik closed the throttle, turned the fuel valve off, pulled the L/R fuel boost/transfer pump circuit breakers out, and turned the battery switch off. All crewmembers acknowledged they were OK, and Thorsvik advised everybody to exit the aircraft.</p> <p>HCFRS and HCPD units arrived on scene. Cpl. Thorsvik requested 2D10 to secure the scene for the investigation. Thorsvik called Potomac Approach Control via mobile phone to advise them everyone was OK.</p>				
8. OFFICER 	9. OFFICER ID 	10. DATE 6/4/2013	11. SUPERVISOR 	12. SUPERVISOR ID 
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW-UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED		15. DISPOSITION (ONLY COMPLETE WHEN CASE STATUS = CLOSED/CLEARED) 		
16. FORWARD COPY TO: <input type="checkbox"/> CIB <input type="checkbox"/> PUBLIC AFFAIRS <input type="checkbox"/> V&N <input type="checkbox"/> STATE'S ATTY <input type="checkbox"/> BUREAU CMDR() <input type="checkbox"/> YOUTH SECTION <input type="checkbox"/> DSS <input type="checkbox"/> JSA <input type="checkbox"/> CO RISK MGMT <input type="checkbox"/> TELETYPE <input type="checkbox"/> OTHER()				17. RECORDS USE

HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 1 of 1	TOTAL 1	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 AIRCRAFT CRASH	3. CASE NUMBER 13-50936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County		5. DATE OF REPORT 5/30/2013	TIME OF REPORT 2307	6. RELATED CASE NUMBERS
<p>7. NARRATIVE:</p> <p>On 5/30/2013 at approximately 2307 hrs, Air-2 was responding to Washington Blvd and Route 175 from Woodbine for a stolen auto call. While passing over the Wilde Lake area of Columbia Pfc/TFO Bell heard the engine go silent and the aircraft made an abrupt yawing motion to the left. Pic/Cpl. Thorsvik gained control of the aircraft and banked to the right in an auto rotation, heading toward Wild Lake High School as he called a "MAYDAY" on the aviation radio.</p> <p>Pfc/TFO Bell immediately announced on the Southern District Police channel that Air-2 was going down. Pfc/TFO Bell looked at the moving map and out of the left side window via his NVG's and was able to advise dispatch that Air-2 was going down at Wild Lake High School. As Air-2 was quickly approaching the school, Pfc/TFO Bell could tell that the PIC was going for the Football Field. Pfc/TFO Bell advised dispatch just prior to impact that Air-2 was going down on the Football Field.</p> <p>Once Air-2 came to a rest on the field, the crew exited, at which time Pfc/TFO Bell contacted dispatch on his portable police radio and advised that the crew was 10-4, to have Fire Dept. respond, notify the shift commander and to contact Capt. McKissick from SOD.</p> <p>After the crew exited the helicopter, they noticed that the tail section had been cut off by the blades upon impact, the landing skids had been spread out, the front windshields had broken out and the equipment on the undercarriage had all been damaged.</p>				
8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 5/30/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW-UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED		15. DISPOSITION (ONLY COMPLETE WHEN CASE STATUS = CLOSED/CLEARED) [REDACTED]		
16. FORWARD COPY TO: <input type="checkbox"/> CIB <input type="checkbox"/> PUBLIC AFFAIRS <input type="checkbox"/> VAS <input type="checkbox"/> LIQUOR INSPECTOR <input type="checkbox"/> BUREAU CMDR() <input type="checkbox"/> YOUTH SECTION <input type="checkbox"/> K-9 SUPERVISOR <input type="checkbox"/> CO RISK MGMT <input type="checkbox"/> TELETYPE <input type="checkbox"/> OTHER()				17. RECORDS USE

HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

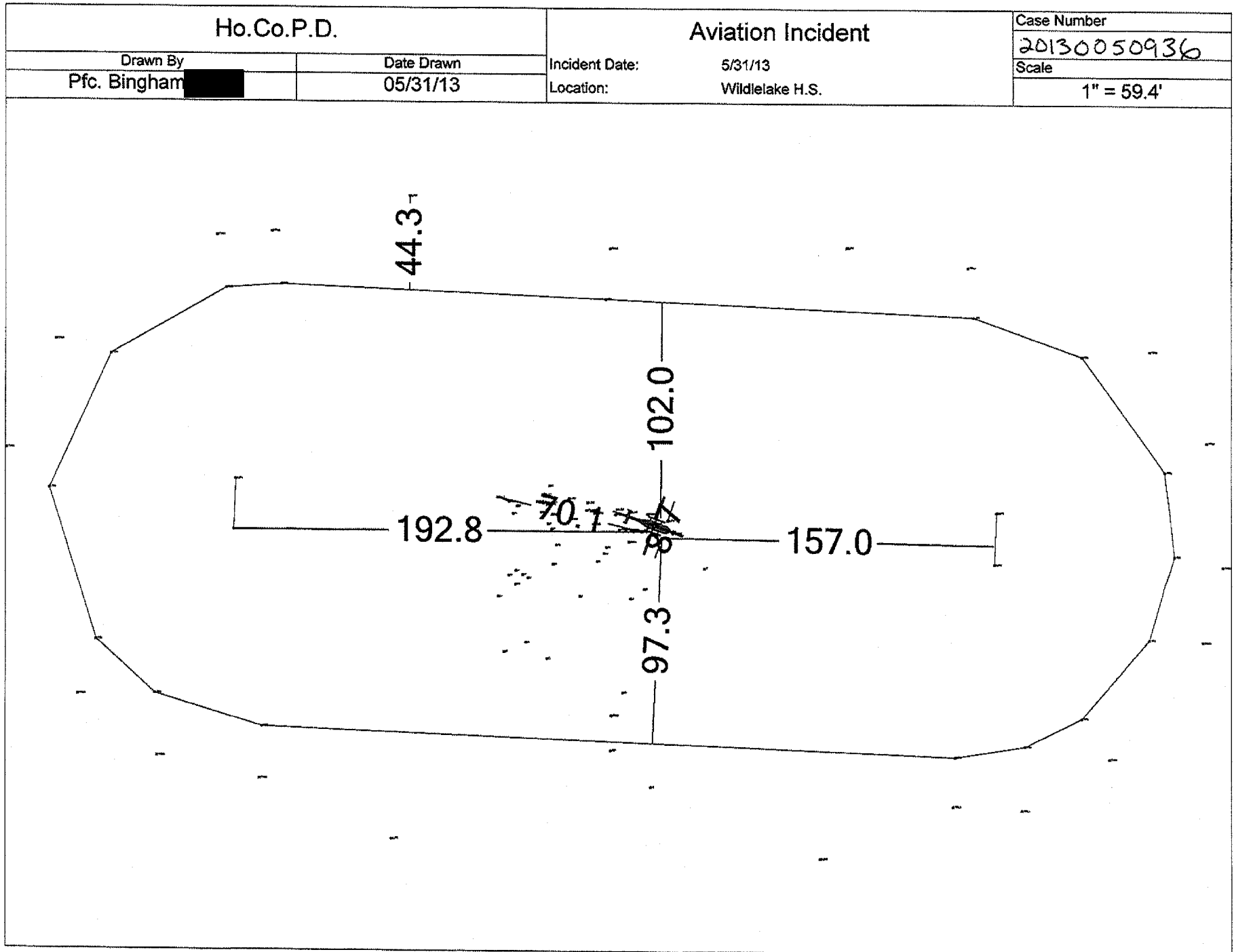
1. PAGE 1 of 1	TOTAL 1	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 AIRCRAFT CRASH	3. CASE NUMBER 130050936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County		5. DATE OF REPORT 5/30/2013	TIME OF REPORT 2307	6. RELATED CASE NUMBERS
<p>7. NARRATIVE:</p> <p>On 5/30/2013 at approximately 2307 hrs, Air2 was responding to Washington Blvd and Route 175 from Woodbine for a stolen auto call. While passing over the Wilde Lake area of Columbia the aircraft made an abrupt yawing motion. PO Hoover was looking at the mapping system monitor and preparing the Wescam Thermal Imaging system for the call and was unable to determine the direction of yaw. PO Hoover turned and looked at the pilot and the instrument panel to determine what caused the yawing motion. As PO Hoover was looking at the instrument panel, the "Engine Out" segment light illuminated.</p> <p>Cpl Thorsvik initiated an autorotation. During the descent Cpl Thorsvik selected the Wilde Lake High School Football field as the forced landing area. The football field did not appear to be in range of a standard autorotation profile. Cpl Thorsvik was able to extend the glide of the autorotation by increasing the collective.</p> <p>Once on the ground the crew verified all crewmembers were uninjured and exited the aircraft after the main rotor stopped all motion. EMS, Fire and HCPD units responded to the forced landing location.</p>				
8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 5/30/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]
13. DATE 6/6/13				
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW-UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED		15. DISPOSITION (ONLY COMPLETE WHEN CASE STATUS = CLOSED/CLEARED)		
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 1 of 1		TOTAL 1		2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT		2A. TYPE OF INCIDENT 006 AIRCRAFT CRASH		3. CASE NUMBER 13-50936			
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) State Of MD				5. DATE OF REPORT 5/30/13		TIME OF REPORT 2307		6. RELATED CASE NUMBERS			
<p>7. NARRATIVE:</p> <p>On 5/30/13 at approximately 2307 hours, PFC Bendu along with other Officers, responded to the football field at Wilde Lake High School for a Howard County Police helicopter that had to make an emergency landing. All Officers on board were safe and uninjured. PFC Bendu assisted the scene by completing a crime scene log and taking note of each individual that entered the scene. The Officer also stayed on the perimeter of the scene through out the night. PFC Bendu cleared the scene at 0650 hours on 5/31/13. PFC Bendu handed the crime scene log to PFC Jason Carberry at that time. Nothing further.</p>											
8. OFFICER [REDACTED]			9. OFFICER ID [REDACTED]		10. DATE 5/30/2013		11. SUPERVISOR [REDACTED]		12. SUPERVISOR ID [REDACTED]		13. DATE 5/31/13
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW-UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED					15. DISPOSITION (ONLY COMPLETE WHEN CASE STATUS = CLOSED/CLEARED)						
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 1 OF 1		2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT		2A. TYPE OF INCIDENT 006 - Aircraft Crash		3. CASE NUMBER 130050936	
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) State of Maryland				5. DATE OF REPORT 5/31/2013		6. RELATED CASE NUMBERS	
<p>On Thursday 05/31/13 at approximately 2307 hrs, Cpl Heavner was seated in her patrol car to the rear of the Wilde Lake Village Center. She heard what sounded like a low-flying air craft and looked out toward Wilde Lake Middle and High School, the direction from which the sound was coming. As she did so, one of the officers in the Howard County Police Department's helicopter (Air 2) advised the aircraft was about to make an emergency landing on the football field of Wilde Lake High School. Cpl Heavner immediately started toward WLHS as the aircraft officer advised that the helicopter was about to make a hard landing. She then heard what sounded like a crash / collision coming from the direction of the schools.</p> <p>Cpl Heavner, PFC Brown, PFC Ambrose, PFC Bendu, PO Martin, and PFC Marino arrived on scene moments after the emergency landing. Upon arrival, the officers in the aircraft were advising dispatch that all parties were out of the helicopter and no one had been injured. Cpl Heavner approached the aircraft, which was at approximately the 50 yd line of the football field, and noted that four flight officers were standing outside the aircraft. PFC Thorsvik, PFC Bell, PFC Hoover, all of HCPD, and Cpl Townsend of the Anne Arundel Police Department, were identified as the officers in the aircraft. There was black smoke coming from the top of the aircraft and pieces of debris strewn about the site. Cpl Heavner noted that the helicopter's tail was broken off and lying next to the craft and the front glass had been shattered.</p> <p>EMS arrived on scene shortly after the P4D officers. The flight officers were evaluated on scene and declined transport to a medical facility. A perimeter was established, consisting of the entire area within the chain link fence surrounding the football field. Cpl Heavner and PFC Ambrose walked the perimeter of the fence to ensure that all gates were closed and there were no points of entrance / access other than the large gate near the school building. PFC Bendu was assigned to maintain a crime scene log to account for individuals entering / exiting the scene via the gate. Cpl Heavner requested that Crime Lab respond to photograph the scene. CST Rhoeder arrived and took several photographs, marked pieces of debris from the helicopter, and began working on a sketch of the scene.</p> <p>Lt Black arrived on scene and established further supervision of the incident. Notification was made to the Special Operations Bureau, the Public Information Officer, Maryland State Police, and to Kevin Burnett, a representative for Howard County Public Schools. It was determined that further investigation would proceed the following day and officers would need to secure the scene over night. PFC Bendu and PFC Ambrose remained at the scene to ensure no one had access to the aircraft.</p> <p>Nothing Further from this officer.</p> <p style="text-align: center;"><i>Cepg</i></p>							
8. OFFICER Heavner		9. OFFICER ID [REDACTED]		10. DATE 05/31/13		11. SUPERVISOR	
						12. SUPERVISOR ID	
						13. DATE	
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED				15. DISPOSITION (COMPLETE WHEN CASE STATUS IS CLOSED/CLEARED)			
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 1 OF 5	TOTAL 5	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 Aircraft Crash	3. CASE NUMBER 13-50936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County Police		5. DATE OF REPORT 05/30/2013	TIME OF REPORT 2307	6. RELATED CASE NUMBERS

On Thursday, May 30, 2013 at approximately 2315 hours I received a call from Police Dispatch advising me that Air-2, Howard County's Bell 407 N407HC was just involved in a hard off field landing at Wilde Lake High School. It was reported that there was a mechanical issue. The crew was reported to be uninjured and the aircraft was reported to have sustained damage.

I arrived on the scene and found that the lights were on at Wilde lake High School's football field (I would learn later that they were turned on after the landing).

N407HC was sitting in the middle of the football field on about the 50 yard line facing in a Southern direction. The aircraft was upright. The tail section had been severed by what I assumed was a main rotor strike, the right landing gear was partially collapsed, the front windscreen on both sides was shattered, the camera was detached from its mount and impaled on the wire strike, the Night Sun was still attached but damaged, the Troll was also damaged.

I made contact with the 4 member Aircrew. CPL Perry Thorsvik was the Pilot in Command. PFC Craig Hoover was in the front left seat acting as a TFO. PFC Jake bell was in the left rear seat acting as a TFO, and Anne Arundel County Corporal Bob Townsend was in the right rear seat also acting as a TFO. PFC Craig Hoover is newly assigned to the Unit and he was training on the mapping system and camera.

I was advised that they were in cruise flight at about 120 knots when the aircraft suffered a loss of power and suddenly yawed left. CPL Thorsvik took emergency action and safely landed on the football field. He was flying with his issued Night Vision Goggles.

I contacted Potomac TRACON at [REDACTED] and requested to speak to an FAA and or an NTSB representative. Eventually I spoke with a watch officer who advised FAA personnel would be on scene at 0900 on Friday morning May 31, 2013.

I spoke with a Keith Feen at the MJOC at MEMA and described what had taken place for State notifications. Two Maryland State Troopers were on scene and gathered some basic information for a report. I did not speak with them.

All members of the Aircrew were in remarkably good spirits. Everyone refused medical treatment.

I would eventually be joined by Major Bender on the scene.

8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 6/6/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]	13. DATE 6/6/2013
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input checked="" type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED			15. DISPOSITION (COMPLETE WHEN CASE STATUS IS CLOSED/CLEARED)		
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 2 OF 5	TOTAL 5	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 Aircraft Crash	3. CASE NUMBER 13-50936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County Police		5. DATE OF REPORT 05/30/2013	TIME OF REPORT 2307	6. RELATED CASE NUMBERS

Our maintenance crew from Freestate Aviation responded to the scene and made a visual assessment of the aircraft. Nothing was manipulated or moved. Exteriors panels were opened to look at the engine. Nothing was disturbed. Crime Lab responded and marked debris and took photos.

Lt Paul Yodzis arrived and made notification to Risk Management.

I spoke with Captain Fred Plitt from the AACO Police. He advised that they were going to have CPL Townsend respond to a medical facility in AA County for a checkup. (I would later learn that he would be released and did not sustain any injury) During our conversation we agreed that we would immediately halt all flight operations in Howard and Anne Arundel Counties until further advised.

We insured there were no fluid leaks or hazards from the aircraft and we made arrangements for overnight security with LT. Steve Black, Southern District Watch Commander. Patrol Officers from Southern District provided security throughout the night and the next day. .

Mr. Kevin Burnett from School Security was contacted and advised of the situation.

All members were provided transportation. There were all in good spirits, and all advised that they were OK.

I cleared the Scene at about 0300.

On May 31, 2013 I arrived back on the scene at about 0730. At that time I requested Command 17 respond to the scene.

Mr. Wayne Crosby the Director of facilities responded to the scene. I met with him and we discussed the eventual removal of the aircraft and protecting the track and field. Mr. Crosby's staff would eventually cover the track in plywood to protect it from tire damage from many vehicles.

At about 0900 Mr. Rick Jones [REDACTED] from the FAA and Mr. J.D. Elovich [REDACTED] from the FAA arrived. I provided a brief overview and they began their investigation. They met with CPL Thorsvik on scene. I was contacted by Mr. Steve Gerwin from Public Works via phone offering support and the use of a County 'Low Boy' trailer to move the aircraft. Mr. Tom Esworthy from Highways arrived and we discussed the plan to remove the aircraft.

8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 6/6/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]	13. DATE 6/6/2013
14. CASE STATUS <input type="checkbox"/> ACTIVE - FOLLOW UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input checked="" type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED			15. DISPOSITION (COMPLETE WHEN CASE STATUS IS CLOSED/CLEARED)		
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 3 OF 5	TOTAL 5	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 Aircraft Crash	3. CASE NUMBER 13-50936
4. VICTIM/REPORTING PERSON'S NAME (LAST, FIRST MIDDLE) Howard County Police		5. DATE OF REPORT 05/30/2013	TIME OF REPORT 2307	6. RELATED CASE NUMBERS

At about 1130 the FAA investigators advised that we were now allowed to remove the aircraft. I contacted Mr. Gerwin and he arranged for the "Low Boy." We discussed the availability of a County crane. None was readily available.

Mr. Tom Parlett, the owner of Arundel Gas and Water volunteered the use of his Crane. AACO Police had used his service in the past to lift their aircraft on to a similar truck. They had done the job well and had experience. Mr. Parlett is also a Helicopter Pilot and was very familiar with the aircraft.

About 2 hours later the aircraft was successfully loaded on to the truck and escorted to Tipton Airport Hanger 34. There it was unloaded on to our tow dolly and wheeled into our hanger. There were no issues en route. Arundel Gas and Water has refused to bill Howard County for their Service. The service was provided free of charge in the interest of public safety.

There was minimal damage to the football field. There was some broken glass imbedded in the field. That area was cordoned off and the field is scheduled to be renovated and retrofitted with Astroturf in the very near future. David Murray and Lynne Levin from Risk Management coordinated the effort.

The FAA Inspectors completed interviews of the aircrew and a review of the aircraft records. At approximately 1500 they advised that they had completed all tasks for the day. They requested that the aircraft and aircraft logs be stored and not disturbed until further investigation. The aircraft and logs were secured in the Hanger.

SGT Eric Holocker, a member of the HCPD CISM Team met with the Crew at about 1530 and conducted a critical incident stress debriefing. Members were providing information on EAP services that were available and encouraged to utilize those services if required.

At about 1730 I was contacted by Mr. Tim Monville from the NTSB. He advised a Team was being assembled from the FAA, Rolls-Royce, and Bell Helicopter. They would be at our hanger at 0900 Tuesday June 4, 2013.

8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 6/6/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]	13. DATE 6/6/2013
14. CASE STATUS <input checked="" type="checkbox"/> ACTIVE - FOLLOW UP DUE: _____ <input type="checkbox"/> CLOSED/CLEARED <input checked="" type="checkbox"/> CLOSED/LEADS EXHAUSTED <input type="checkbox"/> CLOSED/WARRANT/CHARGES FILED			15. DISPOSITION (COMPLETE WHEN CASE STATUS IS CLOSED/CLEARED)		
16. FORWARD COPY TO: <input type="checkbox"/> CIB <input type="checkbox"/> CRIME PREV <input type="checkbox"/> V&N <input type="checkbox"/> STATE'S ATTY <input type="checkbox"/> BUREAU CMDR() <input type="checkbox"/> YOUTH SECTION <input type="checkbox"/> DSS <input type="checkbox"/> JSA <input type="checkbox"/> CO RISK MGMT <input type="checkbox"/> TELETYPE <input type="checkbox"/> OTHER()					17. RECORDS USE

HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

1. PAGE 4 OF 5	TOTAL 5	2. <input type="checkbox"/> CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENT	2A. TYPE OF INCIDENT 006 Aircraft Crash	3. CASE NUMBER 13-50936
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On Tuesday June 4, 2013, at Tipton Airport, Hanger 84, representatives from the HCPD, Howard County Risk Management and Freestate Aviation met with:

Mr. Rick Jones FAA
J.D. Elovich FAA
David Riser Rolls-Royce
Bill Sarles Bell Helicopter

All of the investigators spoke with the Aircrew and conducted an inspection of the Aircraft.

David Riser downloaded data from the on board computer system utilizing proprietary Rolls-Royce Software. After the download he shared information with us that it appeared there was some type of malfunction at 2307 on the date in question. He could not provide much information. That data was sent to the engineers at Rolls-Royce for further analysis.

Inspection of the engine, which was removed, did not reveal any obvious problems. All of the components spun freely and all appeared to be in order. A visual inspection of fuel samples found them to be free of any water, and there was a small amount of sediment that they found consistent with normal operations. Inspection of the airframe showed the damage from the hard landing but no other issues.

On June 5, 2013, the group met again at the hanger. Mr. Jones from the FAA was not present. Dave Riser from Rolls Royce provided the following information:

Based on the data collected, the engineers at Rolls-Royce believe that a capacitor in the Electronic Control Unit(ECU) failed. When the capacitor failed it sent a false message to the engine that there was an overspeed situation and the fuel flow was reduced, and ultimately stopped. The engine stopped running at 2307 and never restarted. CPL Thorsvik did exactly what he was trained to do, and that training, along with Night Vision Goggles and the luck of being near Wilde Lake High saved the lives of all 4 aircrew members on board.

The ECU was turned over to the FAA. (Mr. J.D. Elovich) The FAA will ship the ECU to Triumph Engine Controls in West Hartford, CT. Tentatively, next Thursday, under the supervision of the FAA and Rolls-Royce, the component will be tested and they will confirm that the part is the point of failure. The airframe has been officially returned to the custody of the HCPD (per Mr. Ralph Hicks, NTSB). The engine is still on hold until the ECU is confirmed as the point of failure. The engine is secure and will not be disturbed.

8. OFFICER [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 6/6/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]	13. DATE 6/6/2013
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HOWARD COUNTY POLICE DEPARTMENT NARRATIVE REPORT

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We have started to make arrangements to get an estimate on repair and we are looking to see if a replacement aircraft is available for lease.

All of this information is preliminary, and it will be months or even years until the NTSB issues a final report. I will be sending the NTSB Incident/Accident Report to Mr. Ralph Hicks at the NTSB. A copy of our Police reports will be included with the report.

No other action or information at this time.

8. OFFICER A [REDACTED]	9. OFFICER ID [REDACTED]	10. DATE 6/6/2013	11. SUPERVISOR [REDACTED]	12. SUPERVISOR ID [REDACTED]	13. DATE 6/6/2013
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Date: 6/3/2013

Subject: Supplement to Howard County Helicopter Accident
Case# 13-50936

Date/time of accident: 5/30/13, 2307 hrs

Location: Wilde Lake High School, Columbia, MD

Name: CPL Robert E. Townsend, [REDACTED] (DOB: [REDACTED])
Anne Arundel County Police Department
Special Operations Division, Aviation Unit
[REDACTED] Millersville, MD 21108-2599
Phone: [REDACTED] (Work cell) [REDACTED]

Aircraft: Bell 407 Helicopter, Registration: N407HC

Other personnel on board: (All members of Howard County PD)

1. PIC: Tech CPL Perry Thorsvik
2. TFO (left front): Officer Craig Hoover
3. TFO (left rear): PFC Jacob Bell

Weather: VFR (exact ceiling, visibility, and wind unknown)

On 5/30/2013, I was a member of the helicopter crew, along with the other crew members listed above, and occupied the right rear seat of the aircraft. We took off at approximately 2210 hrs for a routine patrol flight in Howard County, and also to conduct TFO training and familiarization for Officer Hoover. My primary responsibility was to be the TFO in the event we responded for a call for service in Anne Arundel County.

We monitored the police radios for both counties and soon responded to a call in the western portion of Howard County. After the completion of this call, we responded for another call, this time in the eastern portion of the county. We had been en-route to this second call for about three or four minutes when I overheard CPL Thorsvik request a Bravo clearance. (I believe this call was with BWI Tower; however it may possibly have been with Potomac Approach.)

I cannot state as to what our altitude or airspeed was at this time, however we appeared to be traveling at our usual en-route cruising altitude of approximately 800'-900' agl and 110-120 knots. Almost immediately after CPL Thorsvik made the Bravo clearance request, there was a loss

of engine noise and a left yaw, followed immediately by a more pronounced right yaw, and then a quick return to trimmed flight as CPL Thorsvik immediately entered into an autorotation. I did not hear any loud noise or any other indications of an engine failure. I was utilizing my NVGs at the time and quickly flipped them up to reduce the possibility of injury to my face. PFC Bell was able to make a radio transmission on one of the Howard County Police radios, stating that we were making an emergency landing. I could not see to the front of the aircraft and was unable to tell where we were attempting to land or what obstacles were in our flight path.

As we approached the ground, I could tell that we were attempting to land in a large field. The aircraft flared and the force of the impact was less than I expected it to be; however it was considerably more than I have experienced in practice autorotations. After ground contact, the nose of the aircraft rocked forward and we slid along the grass for approximately 60 to 70 feet.

After coming to a stop we confirmed that no one had been seriously injured and then exited the aircraft. We had landed in the football field at Wilde Lake High School and I was immediately surprised to see that the tail fin/rotor assembly had been severed by the main rotor; I didn't think we had impacted with enough force to cause that much damage. I also observed that the skids, thermal camera, searchlight, and downlink antenna had been damaged, and that the front windshields were destroyed. I used my cell phone to contact my supervisor, SGT S. Mack [REDACTED] to advise him what had happened; and within two or three minutes after landing, first responders from Howard County arrived on the scene.

I feel that CPL Thorsvik's skill and expertise, coupled with his use of the NVGs, contributed to no one being seriously injured and minimized the damage sustained by the aircraft.

Signature: [REDACTED]

CPL Robert E. Townsend [REDACTED]

Date: 6/3/2013

[REDACTED] Odenton, MD 21113

Phone: [REDACTED] (Per cell) [REDACTED]

4401 6/5/13