

1 Q. THIS IS, UH, DEPUTY ROHER OF THE PIMA COUNTY SHERIFF'S
2 DEPARTMENT, 5347. THIS IS REFERENCE CALL #110131105. IT'S, UH, ABOUT
3 1508 ON JANUARY 31, 2011. UH, WITH, UH, BORDER PATROL AGENT,

4 A. WAITE.

5 Q. WAITE. W-A-I-T.

6 A. T-E.

7 Q. T-E.

8 A. FIRST NAME JASON.

9 Q. JASON. WHAT'S YOUR STAR NUMBER?

10 A. BRAVO 106.

11 Q. BRAVO 106.

12 LEGEND: Q. DET. ROHER A. BP AGENT JASON WAITE
13

14 Q. And you're a member of the, the BORSTAR?

15 A. BORSTAR. Yeah, Search and Rescue.

16 Q. What were you duty assignments today?

17 A. Uh, today I was just assigned patrol duties. Um, I just had to come up to Avra Valley
18 today.

19 Q. Okay.

20 A. Um, I just finished making a, a patrol cut on, on the Waterman Road. And, uh, I was
21 sitting at, uh, pump station in Avra Valley. Um, one of your Deputies, I was, I was just
22 eating my lunch when your Deputies came by, Code 3. Uh, as he slowed down at the
23 cattle guard, waved. And, and I jumped in behind him. Um, I called my dispatch to see,
24 you know, to call your dispatch. Um, and she said that, that there was a report of an
25 aircraft down.

26 Q. Okay.

27 A. That was, that was all the info I had at that point. Um, we came up here. Uh, we stopped
28 at, uh, the Waterman Road, right down here. Um, he, uh, advised me to, to stay there.
29 Uh, there would be other Deputies coming, you know. And that they didn't want them to
30 miss a turn.

31 Q. Okay.

32 A. So, that was, his report was for whatever dispatch was _____ Waterman Road
33 _____.

34 Q. Okay.

35 A. So, uh, as, as he was going back in, he got, he got out of eye sight. One of the, one of
36 the, the employees up here at the mine, he said one of his guys had called him and said
37 that they saw what they thought was a helicopter crash.

1 Q. Okay.

2 A. So, he just happened to be going by, flagged me down. And said, hey, follow me. I can
3 point out where it's at. So, we came up here. I was at the, the lower site there. And, uh,
4 got my binos out. And, and looked up the hill. And, and I could see the strobe on the
5 helicopter.

6 Q. Okay.

7 A. On the side of the, on the side of the hill. Um, so, I started making, making radio calls to,
8 to let everybody know that I had the crash site. That I knew where it was. And, and put
9 on my GPS coordinates and that stuff. My dispatch has, has all that. Um, so, um, let's
10 see, after I got, after I got all that stuff rolling, uh, I was, I was still the only one here, uh,
11 for quite a while. I, you know, getting, getting dispatches, talking to dispatches and all
12 that stuff. Um, so, I had the, the mine guy come up here and unlock this gate for me, so I
13 could get around the back side of the hill. I said, that I'd probably be closer going up
14 around the road. He knew the, the road went up there.

15 Q. Uh huh (yes).

16 A. Um, so, I took that road. Parked my truck and, and grabbed my, my A-bag, my, my
17 medical equipment. And started climbing up. Um, probably took me, uh, dispatch
18 should have the time. I left my truck, um, roughly to the time I got on scene, I'm not, I'm
19 not sure. Maybe 20, 25 minutes.

20 Q. Okay.

21 A. It was a good climb to get up there. Um, let me see. I arrived on scene. Um, Paul, one
22 of the County employees, he was outside the aircraft. As, as I, as I was approaching from
23 below the, the craft site, um, I, I, I hollered, hey, is anybody, can anybody hear me. And
24 he responded, hey, hey, I'm up here. So, and then, and then I, I came around from the
25 rock I was behind, I could see him waving. He was standing.

26 Q. Uh huh (yes).

27 A. Um, so, I said, okay. Just, just sit down. I'll be right there. So, I, and then I, I made, you
28 know, another minute or so of climbing. Um, and got up to him. Um, and, and as I was,
29 as I was approaching him, I was asking him, you know, uh, how many people are in the
30 helicopter? You know, is everything, you know, what's, what's going on? What
31 happened, kind of stuff. You know, just to, A, assess his, his mental condition. Whether
32 he's, he's okay or not.

33 Q. Uh huh (yes).

34 A. You know, if he's gonna need, if he's gonna be a, a victim that I'm gonna have to treat
35 first. Or if I can start working on somebody else. Um, he advised me that, that Ed was in
36 the back of the helicopter. And, and so I, so I said, Ed, can you hear me? Um, and Ed
37 spoke up, yeah, I'm back here. So, uh, I said, you know, so then, then I got myself in a
38 better position, so, I could actually see down inside. Ed was in the, in the back of the
39 helicopter.

40 Q. Uh huh (yes).

1 A. Um, so, at this, at this time I hadn't even, hadn't even made approach to the front of the
2 helicopter where there pilot and, and Larry were. Um, 'cause, I was, I was talking to Ed.
3 And I asked him what his injuries were, if, if he was, you know, if he was hurt or if he
4 was trapped in there. 'Cause, I couldn't, I couldn't see down inside, 'cause, the, the way
5 the helicopter was sitting. Um, so, I called down into him. Um, I figured out, uh,
6 through a couple of questions, that, that he had a, a injured, um, it was left or right wrist, I
7 don't, I don't remember right now.

8 Q. Okay.

9 A. Um, but that was, that was what he considered the extent of his injuries at that time. So, I
10 said, okay. Um, are you, you know, are you pinned in there? Can you. He's like, no, I
11 can, I can stand up. I just don't want to move, 'cause, the, the aircraft was kind of in a
12 precarious spot. Um, so, I kind of, I made an assessment at that point, that I didn't, I
13 didn't want him in that aircraft if, if he could get out. So, uh, made an emergency move.
14 Um, he, he didn't have any, any, seem to have any spinal injuries or anything like that.
15 Um, so, I made the move to, to get him out. So, um, I approached the fuselage. Propped
16 the, the rear door open. Um, as, and he stood up. The aircraft seemed stable. I just had
17 to move real slow. And he kind of hoist himself up and then I reached down in and I
18 kind of pulled him out on me. And the, the helicopter hadn't moved at all, at that point.
19 Um, and then, um, as he was coming out, the helicopter shifted down, actually, into a
20 more stable spot. Just a, maybe a couple inches. Just a, just a little settling. Uh, it was, it
21 was held up by like, maybe a three or four inch sapling, you know, the, the whole
22 fuselage, um, at that point. So, um, I got Ed out and got him, got him and Paul back
23 away from the crash site. Um, you know, get, up by a, there's a, there's a big rock of up
24 there in a, in a very small flat spot where they could sit down.

25 Q. Uh huh (yes).

26 A. Um, and I kind of, I talked to them for a minute or so. Just assessed their injuries. Made
27 sure they weren't gonna crash on me right away. And then I, I went back to the
28 helicopter. Um, it was at that point, um, that, uh, I had, I had Larry, was, was above the,
29 the pilot. Um, and Larry was still buckled in his seatbelt. The pilot was half out of the
30 aircraft. Um, I, I, uh, could see that Larry was still, he was breathing, but, he was
31 unconscious.

32 Q. Okay.

33 A. Like, no response, verbal response from him. But, I could see that, I could see rise and
34 fall of his chest. And I could see him, just sort of, you know, moving a little bit. Uh, so I
35 knew he was still, he was still, he was alive. Um, so, I checked, I checked the pilot's,
36 um, radial pulse. I, I would have to have disturbed the aircraft to get to his, to get to his
37 neck to check for a, a, a carotid pulse, which is a better sign. He didn't have a radial
38 pulse at that time.

39 Q. Okay.

40 A. Um, so, I, I, I triaged him as, as black. Um, and went, went to Larry, who was, who was
41 immediate. Um, and I, and I knew I could get him out of there. Um, so, Larry, Larry's
42 still in his seatbelt. Um, his head is kind of resting on, there was a bundle of wire that,
43 that had come up. And the whole, the whole front of the, the cockpit had been sheared

1 off, sort of, there was no, no glass in the front. The, the middle column was, was gone.
2 Um, and the, the console was kind of still sort of where it should be. But, but, sle-, you
3 know, pushed kind of off to the right side of the aircraft, towards the side that Larry was
4 on.

5 Q. Okay.

6 A. Um, and, uh, Larry had the, the collective on his, on his left thigh, kind of bracing him,
7 holding him up. And the, the cyclic, the stick, was in between his legs. Kind of holding
8 his legs up. Um, and, and he was in his seatbelt. So, he was kind of braced and, and so,
9 I, I did a, a spinal assessment on him. Made sure he could, he could wiggle his fingers
10 and toes. And then, and then I did a, a neural assessment. I had him track my finger.
11 Um, you know, and I was talking to him, if he knew what day of the week it was. All
12 that stuff. So, he was good, good mental status. Um, he was starting to, uh, his skin was
13 starting to get a little ashy and pail. So, he was going into shock a little bit.

14 Q. Okay.

15 A. Um, which is, you know, which was my biggest concern at that point, for him. Um, so,
16 um, once I, I figured he was, he was at least stable enough to, to leave for a minute. I
17 made some radio calls. I, I never, never left his side. I had one hand, um, kind of on his
18 shirt collar. Just, if that aircraft went, I was gonna have a hold of him. Um, and, well, all
19 right. Before I made any, any further radio calls, I had, I had told Larry that I was gonna
20 unbuckle his seatbelt so that, that if the aircraft went, that I would have his shirt collar
21 and, and the aircraft would go, the fuselage would go, but, he wouldn't. Um, so, I did
22 that. And I had a, I had a hold of his shirt collar. Kind of from up and above. Um,
23 holding on to him. And then, so, I made some radio calls and, and I think I made a cell
24 phone call, too. 'Cause, my radio was, was crapping out on me. Um, got the dispatch.
25 Um, and they said that, that, uh, National Guard was inbound. And they had said that and
26 less than a minute later, they showed up on scene, I think. It, it may have been a little bit
27 longer than that. Um, and then a few moments after that, uh, probably, I don't know.
28 Time is a little distorted. Maybe a, maybe a couple minutes, um, had gone by where I
29 was just kind of keeping, keeping Larry stable. 'Cause, he was in a spot where I probably
30 could have moved him by myself. But, I, I didn't want to do any further damage. So, I
31 just kind of left him in place until I got more help.

32 Q. Okay.

33 A. Um, so, then, um, some other guys, a paramedic and a EMT, they had, they had climbed
34 up from somewhere. So, I had, I had help there finally. So, um, I transferred patient care
35 to the Northwest Paramedic. Uh, he started, uh, taking, taking _____ consideration. I
36 was still there. I was kind of still had a hold of his, the scruff of his neck. And, and, uh,
37 his collar. Um, _____. And then, uh, so, we got, um, IV lines started on them. Um,
38 got a little bit of ac-, we cut up, cut his shirt sleeves to gain access. Um, let's see. And
39 then, uh, let's see, that, that would be probably be when the PJ showed up. Um, they
40 came down. Uh, two of their guys first. Uh, to assess the situation. They called back.
41 Um, let their guys know they needed rope so we could stabilize the helicopter. Um, I was
42 kind of positioned right next to the, to the rotor head, um, which was the most, uh, in tact
43 part of the aircraft at that point.

- 1 Q. Okay.
- 2 A. Um, everything else was kind of torn, twisted metal. Um, so, they lowered a rope to me.
3 And, and I tied on to that, that rotor head. And then they, they tied it to anchors they had,
4 they had built up above, um, to secure the aircraft. So, the aircraft was secured at that
5 point. And, you know, was a lot, a safer working environment. _____. Um, and then
6 we, we just did our thing and, and got, uh, got Larry out. Um, in a couple of moves. Got
7 him onto a spine board. And, um, just kind of lifted him up over the wreckage. You
8 know, inch by inch, um, going real slow until we got him out, stabilized. Um, then, uh,
9 the PJ's hoists came out. Um, and then we did the, the same thing for the pilot.
- 10 Q. Okay.
- 11 A. That's, that was about that.
- 12 Q. Okay. Did any, um, did any of the other two, the guys that were pretty much stable when
13 you got there, did either one of them say anything about what happened or?
- 14 A. Yeah. Um, I'm not, let's see. Actually, I think I was talking to Larry about it. Um, that
15 they were, they were in a, in a hover, I guess, uh, looking at the site. They, uh, I guess
16 they were out doing, um, a site survey for a radio tower or something. Uh.
- 17 Q. Okay.
- 18 A. As, as in, in talking to them, just kind of keeping them, keeping them alert and stuff.
- 19 Q. Uh huh (yes).
- 20 A. Just getting the, you know, finding, talk, finding something to talk to them about.
- 21 Q. Right.
- 22 A. Um, so, they were, they were doing that. Um, what, what did he say? What I got from it
23 was, was their, their tail rotor went out. They lost power in the tail rotor. And he said,
24 they started to spin. He blacked out.
- 25 Q. Okay.
- 26 A. So, I'd imagine they, they spun, impact and they, they rolled a good, a good distance.
27 The, the rotor, the tail rotor's actually up on top, wedged in some rocks, it looked like.
- 28 Q. Okay.
- 29 A. Um, and they were a good 50 to 70 feet below that, is where, where the main fuselage
30 came to rest. Um, but, but, from, from what I recall, I think it was Larry that said it, was
31 that, was that, um, they just started to spin all of a sudden.
- 32 Q. Okay.
- 33 A. Uh, he didn't say anything about any noises or, or anything else like that. No, no, he
34 didn't, you know, no, no, no whines, no clunks, no sort of aircraft associated noise. He
35 just recalls spinning and then, and then he blacked out. So, yeah, it must have been, must
36 have been Larry that told me that. So.
- 37 Q. Okay. Um, you said you saw the tail rotor, was it still in tack or it was kind of?
- 38 A. Well, it was, it was pretty twisted up. It, it, that's just, it looked like that was the tail
39 rotor.

- 1 Q. Okay.
- 2 A. That was, that's.
- 3 Q. From what you saw.
- 4 A. Yeah, from what I saw, yeah.
- 5 Q. Okay.
- 6 A. Yeah.
- 7 Q. Is the main rotor in tack at all or?
- 8 A. No, no, it had disintegrated.
- 9 Q. Disintegrated?
- 10 A. I was, I was standing, I had the rotor head up underneath my arm. You know, and there
- 11 was, there was no blades.
- 12 Q. Okay. Gone.
- 13 A. No blades at all.
- 14 Q. Gone.
- 15 A. Uh, the, uh, tail boom had snapped off. Um, and, and was kind of, like the fuselage was
- 16 sort of pointed, the nose uphill. And the, the tail boom was snapped and like, up
- 17 underneath where the skids would be. And there's no skids left on it, either.
- 18 Q. Okay.
- 19 A. Um, the only thing that was in tact was the main body of the fuselage. Everything else is,
- 20 was just shredded and ____, in parts down the mountain.
- 21 Q. Okay. All right. Um, before I forget.
- 22 A. Yeap.
- 23 Q. How do I, how do, how do we contact you if we need to?
- 24 A. Okay. I've got a direct number for my, my work cell.
- 25 Q. Okay.
- 26 A. It's gonna be [REDACTED]
- 27 Q. Uh huh (yes).
- 28 A. [REDACTED]
- 29 Q. Okay. Do you remember who the SO Deputy was that made it up to you? Or was it a
- 30 Sergeant? Or was it a Deputy?
- 31 A. Two guys from the Search and Rescue and one of the.
- 32 Q. Was he wearing, he wasn't wearing like ____.
- 33 A. There was a guy wearing, no, he wasn't wearing, he wasn't wearing ____ medic.
- 34 Q. Okay. Like a, like a, uh, like an under armor.

1 A. He had a tan polo shirt on.

2 Q. Okay. All right. And he was wearing a _____ maybe?

3 A. Yeah, yeah. I think he brought the, he brought the medics _____. That was, it was that
4 guy.

5 Q. Okay.

6 A. He was up there.

7 Q. All right.

8 A. And then, uh, the other two guys were up there. But, they got up there after everything
9 was, uh, said and done. So.

10 Q. OKAY. ALL RIGHT. UM, PERFECT. I'M GONNA GO AHEAD AND TURN THIS.

11 WITNESS:

12 NOT REVIEWED

13 DET. ROHER _____ #5347

14 TRANSCRIBED BY:

15 ROSEMARY SANFORD, FEBRUARY 2, 2011