

1 THIS IS DEPUTY TED HARTENSTEIN, BADGE #6869. UM, I AM, UH, INTERVIEWING  
2 THE RIGHT FRONT SEAT PASSENGER, MR. LARRY SAYERS, WITH REGARD TO  
3 SHERIFF'S DEPARTMENT CASE #110131105 AND MTSD CASE NUMBER WHISKEY,  
4 PAPA, ROMERO, 11, ALPHA, ALPHA 115. WITH ME IS MR. LARRY SAYERS, HIS  
5 WIFE, HIS DAUGHTER AND SERGEANT MIKE RYDER, THE SUPERVISOR OF THE  
6 SHERIFF'S DEPARTMENT TRAFFIC UNIT.

7 LEGEND: Q. DET. HARTENSTEIN A. LARRY SAYERS  
8 Q2. SGT. GRIDER  
9

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10 Q. I think it'll be fine right there.  
11 Q2. Do you want to test it or?

12 Q. I'm, I'm getting good level on it.  
13 Q2. Okay.

14 Q. Um, so, Larry, if we could just begin by just having you, um, kind of recount the, the day  
15 significant eve-, events leading up to the accident, the accident itself and the aftermath.  
16 Basically, just what happened that day?

17 A. Okay. Yeah, well, we were heading up to Waterman Peak to \_\_\_\_\_ if it was a possible  
18 radio site. We, we had another adjacent site that we thought we had sewn up, but, we've  
19 had some difficulties and Tucson Electronic Power and BLM. So, we were looking at a,  
20 a, a backup site for that one. So, uh, \_\_\_\_\_ was given instructions to, uh, look for some  
21 other sites. I contacted, uh, Sgt. McPherson, 'cause, uh, \_\_\_ agencies this is his  
22 helicopter. And he gave me the okay in a email and also co-, copied Loren on that. And  
23 then, uh, uh, we were set to meet Monday morning. We were gonna meet at 8:00  
24 o'clock. And then Loren emailed me back and said that he recalled that he had a dental  
25 appointment. So, we made it a little bit later. So, I think we got there around 10:30.  
26 They were doing a few things on the helicopter, final preparations. Uh, so, they then,  
27 pushed it out. I don't know why exactly. By the time we lifted off or anything. Uh, but,  
28 we flew, uh, pretty much straight to the site. Uh, apparently, it was my understanding  
29 that \_\_\_\_\_ made some comments, uh, during the flight that he had already, uh, been out  
30 there a few days earlier or the previous week or something. I don't, didn't, uh, didn't get  
31 the exact date. So, he gave me, uh, he told me that that he had already apparently scoped  
32 out. I don't know if he had landed or not. I didn't get that far with him.

33 Q. Mm hm (yes). You're, you're.

34 A. Uh, well,

35 Q. You're talking about Loren the pilot?

36 A. Yes.

37 Q. Okay.

38 A. I can't, I have a hard time remembering his last name.

39 Q. That's okay.

1 A. Uh, yes, Loren, the pilot.

2 Q. Mm hm (yes).

3 A. And, uh, we went through small rain showers on the way out there. But, the peak itself  
4 was in the sunshine. It was beyond the body portion. Uh, it didn't seem particularly  
5 windy. I've landed on mountain top peaks where it has been windy. You know, you  
6 know, you definitely can tell it. It, it didn't seem to be particularly windy at this time.  
7 Uh, he brought it down on a, a small ledge. And this, this particular bird doesn't take a  
8 large, uh, landing zone. Uh, he kind of landed there. But he, and then it like, jumped  
9 forward a little bit. And hit a rock in front of him. I want to say the rock was on the left  
10 front skid, in front of the left front skid. And from this point on is conjecture on my part.  
11 Because, I thought, well, maybe that caused the rear tail rotor to get into a cactus or a tree  
12 or a bush or something like that. And \_\_\_\_\_, because, immediately after it hit that rock,  
13 it bumped forward, 'cause, it start, uh, rotating in a counter clockwise direction, very,  
14 very fast. It rotated about two times. And then I blacked out. I'm not sure if I hit my  
15 head or whatever. I didn't have a helmet on at the time. Uh, and the next of my  
16 recollection is that, uh, we, we were stopped. We were mostly upside down. I, I'm not  
17 sure. I, I was still strapped into my seat. Uh, and, uh, but, I was just kind of coming in  
18 and out of consciousness. Uh, Mr. Paul Panzica was one of the other passengers in the  
19 rear seat, had already gotten out of the rear set. And, uh, um, I asked him if he could do  
20 something with my head, 'cause, it was killing me, or my neck was killing me, actually.  
21 Uh, to support it, because, there was a, like a wiring harness going across my face, I  
22 believe. Uh, it probably was, but, I wouldn't have been able to see it because, it was  
23 behind me. I asked if he could arrange it to support my, my head up. Take the weight off  
24 of my head. Uh, and he did that. And it made it a big difference. And, uh, what  
25 happened, I don't have any idea how long I was blacked out. We haven't really talked  
26 about it that much. But, you've probably got details on that in your other interviews.  
27 Um, so then there was a, then I saw, I have very limited range of vision from where I was  
28 sitting. But, I saw several other helicopters coming around. Looked like they were  
29 trying to find a place to land or get their crew on the ground. Uh, but, that went on it  
30 seemed like, for a tremendous amount of time before finally got some, uh, para rescue  
31 rangers or I'm not sure exactly what they are, that, that got to me. And then they were  
32 able to, uh, get three of them to get a board under me. And then cut my seat belt off.  
33 And then get me away from the helicopter. And then, uh, I don't, I, again, I don't know  
34 if I really blacking in and out. But, I really don't recall. But, they got me on another  
35 helicopter. I recall that they did, a large one. And then they took me down somewhere  
36 nearby. 'Cause, it wasn't a very long flight. Put me in a ambulance, that was a short  
37 drive. Then they put me in another helicopter, and then I recall getting discharged out of  
38 a helicopter here. And then through, through these hallways. Uh, I may even have been  
39 in and out a lot, at that time. I don't know.

40 Q. Okay. Um, do you want to add anything else?

41 A. Mm mm (no). Uh, no, but, I'd be glad to, uh, answer specific questions.

42 Q. Okay. All right. I have a, a lot of specific questions that, uh, we'd like to go into a little  
43 bit of detail on.

44 A. Okay.

- 1 Q. But, if I could just go back to when you were flying out there. You said you went  
2 through some rain.
- 3 A. Mm hm (yes).
- 4 Q. Uh, little rain showers and then.
- 5 A. Yeah.
- 6 Q. The peak was in the clear, itself.
- 7 A. Yes.
- 8 Q. When, um, uh, can, can you talk to me again through that last part of the flight?
- 9 A. Um, yeah, he came up to the peak. Circled around it one full, uh, turn.
- 10 Q. Mm hm (yes).
- 11 A. And I, I think he was trying to land on the, to the north side or maybe the northeast side.  
12 I, I wasn't exactly sure where he was at. But, I think he was coming around on the north  
13 side. Excuse me.
- 14 Q. Okay. Um, can, can you describe what the, uh, landing area looked like?
- 15 A. Oh, it was very, very small. It was \_\_\_\_\_.
- 16 Q. Was it, was it like along a ridge? Or was it the tip top of a hill or?
- 17 A. It was definitely on a ridge line. It was, it was not on the peak. The peak was too pointy.
- 18 Q. Uh huh (yes).
- 19 A. He wouldn't try to land there. I've never been up there myself, yet. Uh, so, it looked like  
20 it was like, as I kind of recall, it was like, two flat ridges parallel to each other. You  
21 know, maybe four feet apart.
- 22 Q. Mm hm (yes).
- 23 A. And like, he, he tried to place the skids on those.
- 24 Q. Mm hm (yes).
- 25 A. But, I'm not 100% sure on that. That's kind of the way I recall. I, I didn't, I didn't get  
26 panicked at that. I thought, well, that looks reasonable.
- 27 Q. Okay. Um, let me, uh, let me go through these follow up questions with you.
- 28 A. Mm hm (yes).
- 29 Q. Um, and some of this is gonna seem repetitive. Um, some of it might seem insultingly  
30 obvious.
- 31 A. Okay.
- 32 Q. Uh, these are just things that need to be covered.
- 33 A. Okay.
- 34 Q. It, it, it's not meant for anything other than what it is.
- 35 A. Please do.

- 1 Q. Um, what, what, what was, uh, tell me again what was the purpose of the flight?
- 2 A. Um, I'm the Site Development Manager for a project called Pima County Wireless  
3 Integrated Network. It's a county wide radio system consisting of 30 Public Safety  
4 agencies, police and fire. And it's to provide one radio system for all those agencies.  
5 And we were trying to find a site up in that northwest quadrant of Avra Valley, if you  
6 will. To provide sufficient coverage for these Motorola's. A specified guarantee that  
7 they, they need to have it. We were with our radio vender.
- 8 Q. Okay. So, um, you're the Project Manager and then this.
- 9 A. No, I'm, I'm just a Site Development Manager.
- 10 Q. Oh, I'm, I'm sorry. The Site Development Manager. Okay. Then, um, you had Paul, uh,  
11 with you.
- 12 A. Paul Panzica.
- 13 Q. He, he's a county employee also?
- 14 A. He is. And Ed Nettleton was the other one.
- 15 Q. Okay. What, what's Paul's function in, in, or what's Paul's function in the \_\_\_\_?
- 16 A. Paul's. Paul's function is, uh, he's responsible for the microwave portion of the project.  
17 He's the Project Manager for microwave development. So, he would have two hops, a  
18 microwave radio coming in there with microwave dishes are on the tower.
- 19 Q. Mm hm (yes).
- 20 A. One pointing to the southeast. The other one pointing towards the, uh, southwest.
- 21 Q. Okay.
- 22 A. Roughly. It might have been two in, in each of those \_\_\_\_\_.
- 23 Q. Okay.
- 24 A. So, he, he was looking at it from the perspective of how his, uh, uh, equipment would  
25 function at that position.
- 26 Q. Okay. And then Ed Nettleton is a contractor? Is he the \_\_\_\_ or?
- 27 A. Ed Nettleton is a contractor with AECOM Communications based in Minsberg, Virginia.  
28 Uh, he, his responsibility is to produce statements of works, uh, at each of the sites. Uh,  
29 we were not really gonna have him produce one. Or he, we had, we were having him out  
30 to actually produce two other ones for different locations. And we thought well, while  
31 he's here, rather than flying him back, yet another trip, we'd take advantage of his, uh,  
32 existence here in Pima County and have him go ahead and document this location as a  
33 potential radio site.
- 34 Q. Okay.
- 35 A. So, that was, uh, his only reason for being there is probably take some pictures, take some  
36 measurements and really probably wouldn't got much, more involved than that.
- 37 Q. Okay. Um, have you ever been on, uh, similar flights? Similar type of missions using a  
38 helicopter to do similar things?

- 1 A. Yeah. In the past.
- 2 Q. Okay. Uh, here in Pima County or?
- 3 A. Here in Pima County.
- 4 Q. Uh, when and where did you go that?
- 5 A. Uh, mostly in Pima County. I've been on some in Colorado. If I can remember all the  
6 places I've been. Maybe Wyoming. Uh, I've, I wasn't assigned to the helicopter crew  
7 when I was in the Army in Vietnam, but, I rode on many helicopters when I was ...
- 8 Q. Okay.
- 9 A. ... in Vietnam.
- 10 Q. Uh, on other flights, in the other flights in Pima County and Colorado and Wyoming,  
11 were those to, um, were any of those flights in areas with similar kind of terrain?
- 12 A. Uh, this was about as radical terrain as any I've been to.
- 13 Q. Okay. Uh, so, you're, uh, what was your roll during the flight itself? Were you just  
14 using the helicopter to get from point A to point B? Or were you intending to do  
15 something uh, during that flight?
- 16 A. Uh, that was to. That he would land, set down in \_\_\_\_\_ we would walk up to the top  
17 of the hill. Because, he, he wasn't landing on the top of the hill. But, he got us close.
- 18 Q. Mm hm (yes).
- 19 A. And then, uh, once, once we got up there. Took our pictures and measurements. We'd  
20 walk on down, have him restart his engines. And lift off from there.
- 21 Q. Okay. So, you weren't intending to \_\_\_\_\_.
- 22 A. I mean, he didn't have, he didn't have any other active roll other than getting us to and  
23 from the site.
- 24 Q. Okay. Um, and when you say that you weren't intending to land at the top, the, the, the  
25 ridgeline.
- 26 A. No, I, I didn't, I, I was intending to land there. But once he did a fly around, I said, well,  
27 we're not landing there. It was, it was just too pointy and too steep.
- 28 Q. Okay.
- 29 A. So, I observed where he was landing it. And I said, probably seemed reasonable.
- 30 Q. Okay. So, so, when you say that you weren't gonna land at the top, you don't mean that  
31 you were gonna land like, down, that you had originally intended to land way down at the  
32 road and hike up from there?
- 33 A. No, no. That was \_\_\_\_\_. It's a long hike from there.
- 34 Q. Okay. So, the, the ridgeline that you guys were landing on, um, is still further down from  
35 the top that you ultimately wanted to get to? Is that what you mean by that or?

- 1 A. I, we were probably from the, this is just my guesstimation, from the, the summit of the  
2 Waterman Peak, we're possibly, uh, hm, trying to think. 100 to 115 yards seat flying up  
3 to the summit.
- 4 Q. Okay.  
5 A. So, much more closer than if we had to drive in.
- 6 Q. Okay. Um, I'd like to go back to even before the flight, to the pre-planning for the flight.  
7 A. Okay.
- 8 Q. Um, did, were you involved in the pre-planning activities with the pilot at all?  
9 A. Uh, yes. I, I know we had exchanged a couple of emails.
- 10 Q. Okay.  
11 A. And I gave him the coordinates of the site so that he could, uh, he wanted to do any  
12 research or to, to program into his GPS unit and all that. He would have that.
- 13 Q. How far ad-, in advance of the flight?  
14 A. Previous week. Uh, I don't recall what day it was.
- 15 Q. Okay.  
16 A. It was earlier the previous week.
- 17 Q. Did you, did you have any face to face type planning or telephone or?  
18 A. We did not.
- 19 Q. Or was it all exchange of email?  
20 A. It was exchange of email. I gave him the coordinates, course we, we sit and talk for four  
21 or five minutes before we loaded up on the bird.
- 22 Q. Okay. Um, did you, um, send him any maps or photographs or anything? Or just the  
23 coordinates?  
24 A. Just the coordinates. So, he can \_\_\_\_\_ look anything up.
- 25 Q. Okay. Um, do you have any, uh, do you have any idea what Loren did to plan for the  
26 flight?  
27 A. Well, uh, he did mention that he had already been over there once, to look at it.
- 28 Q. Mm hm (yes).  
29 A. Uh, I don't recall or if he said, he, he had already landed. I, I don't know other than that.
- 30 Q. Okay. Um, as far as the, I guess, nuts and bolts of what you all had agreed to do, uh,  
31 together, what were the, uh, actual agreed upon plans, uh, the, in terms of the departure  
32 time? How long did you all think this whole flight was gonna take?  
33 A. Mm hm (yes).
- 34 Q. Um, did, uh, did you originally plan, you know, how many passengers did you originally  
35 plan for? Things of that nature.

- 1 A. Uh, the, uh, originally, it was the pilot, myself, and two other people. One being Ed  
2 Nettleton. Uh, originally, it was going to be, there was one passenger change in there that  
3 was from VA, a lady named Alisha Montoya, going.
- 4 Q. Mm hm (yes).
- 5 A. Uh, but she sprained her ankle, I want to say the day before, a few days before. And she  
6 emailed and said that she couldn't make it. So, Paul stepped in to take her place.
- 7 Q. Okay. Um, what, and, and you said something about the departure time had changed.
- 8 A. Yeah, the department time had changed. Originally, I set it up for 8:00 o'clock. I like to  
9 get them done early in the morning. Uh, but then, you know, after, I think the next day,  
10 Ed mailed me back and said that oh, he just remembered, uh, I have a dentist appointment  
11 Monday morning. Can we make it 10:30? And I emailed him back, yeah, sure. No  
12 problem.
- 13 Q. Okay. So, that wasn't, that, that change didn't happen the day of the crash?
- 14 A. No, no.
- 15 Q. That, that had already been agreed to?
- 16 A. It, like, Tuesday or Wednesday before.
- 17 Q. Okay. Um, and, uh, what, what activities during the flight had you all agreed to?
- 18 A. Uh.
- 19 Q. You okay to go on?
- 20 A. Yeah. I'm fine.
- 21 Q. Okay.
- 22 A. Yeah. Uh, we were, I, I think I told Loren in a email, I've been him on other flights. So,  
23 already, already kind of got an idea about what to do when I get there.
- 24 Q. Mm hm (yes).
- 25 A. Uh, but, uh, I think I told him I might need an hour at the site. You can recover all these,  
26 I would assume, from my emails.
- 27 Q. Okay
- 28 A. Or his email. One or the other.
- 29 Q. Okay. Um, now does he, I mean, obviously, up until the, once the crash happened,  
30 everything changed.
- 31 A. Yeah.
- 32 Q. But, up until the point of the crash, um, did the actual flight differ from what you all had  
33 planned in any way?
- 34 A. None whatsoever.
- 35 Q. Okay. Um, what, what was your impression of the weather at the Tucson airport at the  
36 time that you left?

- 1 A. Mmm, it wasn't bad. It was cloudy I recall. It wasn't raining.
- 2 Q. Mm hm (yes).
- 3 A. It didn't seem particularly windy to me. But, I, I don't know, that, that's my recollection  
4 of it.
- 5 Q. Okay. And how about, um, your recollection of the weather between the airport and the  
6 site?
- 7 A. Well, like I, I mentioned, I, I noticed that it had started raining. Uh, wasn't very hard. I  
8 don't think it was hitting the ground. It was just at the altitude we were at. Uh, mmm,  
9 Loren didn't make mention of it.
- 10 Q. Okay. What was your impression of the weather at the site once you all arrived at the  
11 \_\_\_\_\_?
- 12 A. Well, like I said, it was sunny. Uh, didn't occur to be windy. I was looking at the bushes  
13 to see if they were blowing, blowing around any. I didn't get any indication of that.
- 14 Q. Oh, really? Okay. Um, and then once you were on the ground, I know your recollection  
15 of that period of time might not be as good. But, once you were on the ground, during  
16 the, the rescue process, what was your impression of the weather at that time?
- 17 A. Uh, uh, I, I, I, I had a limited field of a view, vision, like I said earlier. But, it wasn't  
18 raining. I think it was sunny.
- 19 Q. Okay. Do you remember the, uh, about what the departure time from Tucson  
20 International Airport was?
- 21 A. Uh, it must have been, I'm pretty sure, 11:00 o'clock.
- 22 Q. Okay
- 23 A. I'm, I'm not sure. I didn't, again but, you'll have record of that when, when he, uh,  
24 checked into the flight \_\_\_\_\_.
- 25 Q. Okay.
- 26 A. Or \_\_\_\_\_.
- 27 Q. How, how, about how long do you think it took you to fly from the airport to the site?
- 28 A. Hmm, it wasn't too very long. 20, 25 minutes.
- 29 Q. Um, well, as, as we've kind of gone over this several times now, your, uh, uh, have, have  
30 you, have you recalled anything else about the actual flight approach to the, uh, to the  
31 area? What, um, you have a very good sense for where north, south, east and west are  
32 out there.
- 33 A. Mm hm (yes).
- 34 Q. Was, uh, what direction was his approach to the site?
- 35 A. His, his approach was probably southeast. He approached to the north side of the peak,  
36 did a counter clockwise flight around the peak. And apparently \_\_\_\_\_.
- 37 Q. So, he was keeping, uh, so you were sitting in the right seat.

- 1 A. Yes.
- 2 Q. So, he was making a turn so that the peak would be in his view?
- 3 A. Yes.
- 4 Q. Okay. And then, um, when, uh, that was when he circled around the site.
- 5 A. Mm hm (yes).
- 6 Q. And when he actually made the landing approach, was he going in the sa-, in that same
- 7 direction?
- 8 A. Same direction. Yeah.
- 9 Q. Okay. Uh, about how steep would you characterise the approach of the. I know it's hard
- 10 to judge an angle, because, you're up near the top of a hill.
- 11 A. You mean, was he flying uphill to reach the landing \_\_\_\_\_ or down?
- 12 Q. Was, was he, was he, well, yeah, that's a good, that's a good, uh, uh, way to approach it.
- 13 Was he flying up towards it to land? Or was he coming down along an angle? Uh.
- 14 A. I think he pretty well, take the same elevation as he flew around the peak.
- 15 Q. Okay.
- 16 A. And then, then \_\_\_\_\_.
- 17 Q. So, so, from your point of view, it was kind of more?
- 18 A. \_\_\_\_\_ the front and, and found the, the spot in right there.
- 19 Q. Okay. Um, so, it wasn't tremendously steep? In other words, it, it, it.
- 20 A. The, the, the flight approach.
- 21 Q. But, did, did it look like he was coming down like this? Or, or he was just staying.
- 22 A. I think he was staying fairly level.
- 23 Q. Staying fairly level. So, it's a fairly shallow approach.
- 24 A. Yeah.
- 25 Q. From your point of view?
- 26 A. That's my, that's what I recall.
- 27 Q. Now, when the helicopter initially touched the ground.
- 28 A. Mm hm (yes).
- 29 Q. You know, before this whole bad sequence of events happened, where it initially touched
- 30 the ground, what, which direction is it facing at that time?
- 31 A. I think it was roughly, I didn't quite orient myself because of the peaks. I think he was
- 32 pointing roughly either due west or maybe northwest.
- 33 Q. Okay.
- 34 A. And, yeah, that's, that's like, how I recall how it felt.

- 1 Q. Okay. So, did, did he have to turn the helicopter at the very bottom of the approach? Or  
2 did he come straight in and land in the \_\_\_\_\_.  
3 A. Um, no, I don't think, he kind of came straight in.
- 4 Q. Okay.  
5 A. To that. As, as I recall.
- 6 Q. Okay. Um, uh, and, uh, de-, describe again where the initial ground contact was.  
7 A. When it went.
- 8 Q. This, is, I don't know if you can recall this, but, when, when I was standing on top of the  
9 ridge that, there's, there's a ridgeline area and then towards the north of it, there's a  
10 couple of rocks sticking up before the area where you fell.  
11 A. Yeah, I mean, I think it dropped off fairly sharply at the place where we were actually  
12 attempting to set down.
- 13 Q. Uh huh (yes).  
14 A. I think it dropped off 20, 30 feet, I, I don't know.
- 15 Q. Okay.  
16 A. And right below that.
- 17 Q. Uh, but, uh, the area where he was actually trying to, uh, set down, was that, um, did it  
18 appear to you to be dirt? Or rocks? Or was he trying to?  
19 A. Uh, a bunch of rocks. It was rock.
- 20 Q. It was rock?  
21 A. Yeah.
- 22 Q. Was it relatively level? Or was he trying to find places between rocks to set down in?  
23 A. Uh, it was not level. He was just trying to find a, like I said, it, it kind of looked like that  
24 maybe it was parallel, flat top, uh, what's the good term for the. Mmm. Well, I means,  
25 that they were solid to the ground.
- 26 Q. Uh huh (yes).  
27 A. You know, maybe eight inches thick. One here, at the rear. And then two or three feet in  
28 front of that, another one that was eight or ten.
- 29 Q. Eight or ten, you talking about rocks?  
30 A. So-, solid rocks.
- 31 Q. Solid. Oh, okay. Um.  
32 A. That's, were jetted up. And in a relatively level position.
- 33 Q. Okay. Uh, how far up did they jet up? Were, were they just, just inches? Or feet or?  
34 A. Uh, well, \_\_\_\_\_, at the left side, they were level with the ground. At the right side, they  
35 were probably ten feet above the, you know, sloping downward, below the ground.

- 1 Q. Okay. Um, what was the first indication to you that there was a problem?  
2 A. Well, as I said, he landed on those, landed in that, uh, \_\_\_\_\_, probably \_\_\_\_\_.
- 3 Q. Mm hm (yes).  
4 A. Uh, then it seemed like he let, I don't know if he intentionally tried to slide it forward.  
5 Uh, but, when he did, the left skid hit a rock up in front that didn't exist on the right side.  
6 Which I think might have kicked the chopper to the, uh, or kicked the tail, the tail rotor  
7 out to the north direction.
- 8 Q. Okay. And.  
9 A. And then he also, at that time, he made the comment, he said, oh, shit.
- 10 Q. Mm hm (yes).  
11 A. And then that's when it started violently rotating counter clockwise. And then I blacked  
12 out.
- 13 Q. Okay. Um, so, after the accident happened, you were blacked out for a period of time.  
14 A. Yeah, apparently.
- 15 Q. Before you, before you saw parts of the rescue and you kind of.  
16 A. Yeah, I could, the more I could it, I could see some parts were, uh, chopped all over the  
17 place. I know Paul Panzica went in and freed us from the parts that were hanging all over  
18 me. And I got, you know, scars all over my legs and hands and all, \_\_\_\_\_, uh, that  
19 were scratches from equipment or bushes.
- 20 Q. Um, okay. That's all very good. What, what, uh, I, I really appreciate all of your input  
21 so far.  
22 A. Okay.
- 23 Q. Now, the, the last question I have for you is just, uh, it's not holding you to anything or,  
24 or not, uh, it doesn't go anywhere other than for the other board members to, to hear your  
25 opinion. But, what, what do you think caused the accident?  
26 A. I think it was, I, I don't know it was an, an intentional attempt on his part to move up  
27 forward. I, that would be my guess that he tried to inch it forward a little bit, without  
28 lifting it off the ground. Just tried to scoot it forward.
- 29 Q. Mm hm (yes).  
30 A. 'Cause, there wasn't much resistance there. And then that, that kind of kicked us  
31 sideways just a little bit.
- 32 Q. Okay.  
33 A. That's strictly guessing on my part. That would be my, \_\_\_\_\_ to that question, that would  
34 be it.
- 35 Q. Okay. Uh, do you have anything else that you, do you think, uh?  
36 A. I can't think of anything else.

1 Q. THAT \_\_\_\_\_. ALL RIGHT. WELL, UM, THE TIME NOW IS 1030 ON  
2 FEBRUARY 6. AND, UH, THIS CONCLUDES THIS INTERVIEW.

3 WITNESS:

4 NOT REVIEWED  
5 DET. HARTENSTEIN #6869

6 TRANSCRIBED BY:  
7 ROSEMARY SANFORD, FEBRUARY 1 , 2011