

SCB

Jim Beutel
FAA Lead Investigator
[REDACTED]
Scottsdale, Arizona 85255

Dear Jim,

As per our phone conversation the following is my recollection of the events the transpired on May 2, 2012.

1). Helicopter Company: Canyon State Aero, LLC

Office:

[REDACTED]

Falcon Field
Mesa, AZ 85215

[REDACTED]

Business Address:

[REDACTED]

Gilbert, AZ 85296

2). Pilot: Sascha Janssen

3). Helicopter: Schweizer 300

4). Photographer: Mike Brown

President

Visions in Photography

[REDACTED]

5). Flight Date: 5/2/12

It was a typical photo flight day clear skies, slight wind, we took off from Deer Valley Airport, around 11:30 AM and proceeded to our first photo location which was the SE corner of Shea Blvd. and Tatum Road. After finishing our photo site, we then proceeded to our next location at 3rd Street and Roosevelt we climb to and altitude of around 1000 ft. above ground and was just SE of the business district at 24th st and Camelback Road when at that time there was a sudden vibration from the tail section, suddenly our nose turned upwards slightly towards the sky and quickly level off. My pilot indicated to me at that moment that the tail rotor has malfunction, I look at him and saw a state of anguish on his face I knew then that the situation has become serious we quickly look for safe landing zone and notice there was a park and ballparks just west of us about a mile or two which might made for a safer landing zone, but suddenly the ship turned sharply to the right and started to move downward from the west direction in a slow clockwise descending rotation to the Northwest, North, East and finally South prior to the impact.

My pilot did the best he could under the circumstances to control the ship there was no panic from either of us I guess our expertise and experience took over at that moment. The ground started to come at us rapidly has I can see through the plexi-

glass panes below our seats. The ship impacted on the East end of the roof top of the house on Romo Street, I heard a moan from my pilot upon impact through the headset and the helicopter began to buckle under its weight before it dove head first into the side yard between the impacted house and the neighbor's home next door. The sound of the crash was incredibly loud I never lost consciousness I saw the ship crumple all around us as we settled at our final stop.

I could hear the sound of the engine still whining as we came to a rest my pilot crawled out of the left side of the ship obviously hurt, I was still strapped into my shoulder harness when the first responder came to my attention they were trying to break through the side yard fence, once through he shouted at me that I need to get out because the fuel tank was leaking, I sat there staring at him for a moment like a deer in the headlights and suddenly snapped out of it and unhooked my harness, the instrument panel was dislodged and was positioned to my left we tried to turn off the switch but to no avail. I got out of the ship with the help of the two rescue attendants and proceeded to move around the broken plexi-glass and through the side gate.

I was then seated to rest in the front and by the front door of the neighbor's home waiting for the paramedics and help to arrive. From there I was escorted to the street where the paramedics began to administer aid along with questions about our status and that's when I saw my pilot for the second time he was escorted and was then seated next to me. I made it perfectly clear to the paramedics, that I wanted to be taken to St. Joseph Hospital, we were both placed onto stretchers and lifted into individual ambulances and taken to the St. Joseph Hospital Trauma Center. Just a note of phrase for my pilot, he did a remarkable job in keeping the ship from spinning out of control, I believe our professionalism might have been one of the factors regarding our survival, but I also know in my heart, that it was he who was looking after both of us that day.

Sincerely,


Mike Brown
President
Visions in Photography