



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: February 17, 2012
Person Contacted: Mr. Mike Moyer (SAR Crew)
NTSB Accident Number: WPR12GA106

Narrative:

The following is a synopsis of the information provided by Mr. Moyer in a telephone conversation on this date:

- Mr. Moyer was a Teton County Sheriff Office SAR volunteer
- He was also a medic
- The purpose of the flight was to respond to a snowmobile accident with an injury
- He had about 15 previous helicopter SAR flights
- He sat in the right rear seat
- He and Mr. Shriver wore helmets for the flight
 - He was not certain whether the pilot wore a helmet
- The helicopter was based at, and departed from, the hangar located about 1/4 mile N of the intersection of highway 89 and highway 22, located north of the town of Jackson
- The flight seemed normal, and they headed to the north-northeast
- The intended goal was the "V-trail" where the snowmobile accident had reportedly occurred
 - In that region of WY snowmobile trails were identified by letter and marked by signs
- The helicopter arrived over the intersection of some snowmobile trails and hovered about 10-30 feet above the ground in order to read the signs
- They located the desired trail, and flew along the trail to locate the snowmobile party
- They spotted two snowmobilers in a meadow signaling to them
- The helicopter landed in the meadow
- Mr. Shriver (another SAR volunteer, who was seated in the front left seat, exited the helicopter to speak with the snowmobilers
 - They agreed to lead the helicopter on their snowmobiles to the accident site
 - Mr. Shriver re-boarded the helicopter
- The helicopter then lifted off to follow the snowmobilers

- At a point "less than 5 minutes" from the liftoff from the meadow, Mr. Moyer felt that the helicopter "kinda went off to the left"
- At first, he thought the pilot had spied something that got his attention and was turning the helicopter in order not to lose the target
- But then the helicopter began to spin rapidly; he knew there was a problem and he was certain of a crash
- He believed that the spin direction was "counterclockwise" with the nose of the helicopter going to the left- but he could not be positive
- He heard a lot of noise as the helicopter came through the trees, but he believed that he remained conscious through the entire sequence
- The entire event was very rapid, a matter of a few seconds
- His leg was injured but he extricated himself from the helicopter
- He "scoted" about 10 feet away from the helicopter, and yelled to the other two individuals
- At first they did not respond
- He heard some mechanical noises emanating from the helicopter and saw a few wisps of smoke
- After several more call-outs by Mr. Moyer to the two in the helicopter, Mr. Shriver responded verbally
- Mr. Moyer then pulled him out; both knew Mr. Shriver was seriously injured
- Then the pilot came to, and Mr. Moyer heard cabin transparencies being broken
 - The pilot was "buried in snow"
 - Mr. Moyer helped extract him
- When asked, Mr. Moyer did not hear any unusual noises or feel any unusual vibrations prior to the event
 - He definitely did not hear any "bang" noises until tree impact
- When asked, he estimated that the helicopter was flying about 100-150 feet above the treetops when the event began