

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

---

**Date: February 5, 2011**  
**Person Contacted: Mr. Paul Panzica (Right Rear Seat Passenger)**  
**NTSB Accident Number: WPR11GA115**

---

Interviewer: Deputy Bernstein  
Location: Mr. Panzica's Home

**Narrative:**

The following is a synopsis of the information provided by Mr. Panzica in an in-person interview on this date:

- Coming in for landing
- Touched down on ridge
- Witness seated in RH Rear seat
- Looked down, saw ravine b/t two boulders, witness would have to exit on other side of helicopter
- Felt "bump" on touchdown
- The bump may have pushed them fwd a bit
- Helicopter then gained "some altitude"
- Rolled slightly left
- Pilot "oh s██"
- Helicopter started to rotate to right several time "at least 3"
- Gained some "decent altitude" b4 ground impact
- Doesn't know what bump was, but now thinks it was tail rotor- pilot "absolutely did not have control of aircraft at that point"
- Bump happened after skids were on ground
- Purpose of flt was to survey peak for PCWIN tower
- Witness had done a helicopter survey to a site 1x, summer of 2010 (in Cerro, CO)
- Had been in helicopters previously- (PD 'ride alongs')
- Has some fixed wing trng time, slightly more than avg
- Role: Network & project mgr- verify clear LOS to two other locations from this site
- Had already done 'due diligence' on site, and permission from landowner to land at site- used maps to determine suitability; site survey is pretty much last
- ON SITE: take msmts to determine best positions for tower, shed, pad, elect power feed etc. Also create scope of work for contractor to do the job
- All pre-planning was done by Larry Sayers, reportedly a week or so prior to event
- Pilot did have dentist appt that morning; flt delayed b/c of this
- Originally supposed to leave approx 0830. Resked'd to about 1030/1100 about a week b4 the flt

- Supposedly only a few hrs effort from TO to return
- Did fly around peak a few time
- Goal was to land as high as possible; no pre-defined landing location
- Pilot was out on peak the week prior, but he landed "on a different ridge"
- Final tower site was planned to be as high as possible but not positively determined at time of flight/survey
- Alicia Montoya was supposed to go on the flight, but didn't due to sprained ankle- Panzica took her place
- Wx at TUS - "OVC, chilly"
- Flew into light rain enroute to his right as travelling towards peak from TUS
- No discussion of wx b4 flight
- Wx at peak: rain on windows, "not heavy", didn't feel any wind
- At no time during the flight did he feel that pilot didn't have control of the aircraft
- Didn't think wx contributed to "bump"
- Accident approx 1120