



RECORD OF INTERVIEW

Date: October 31, 2013

Time: 0830 - 0840

Person Interviewed: Mr. Alan Cottrell (first responder)

Subject: WPR12FA191 Hughes 269C, N380TL, Phoenix, AZ 5/2/2012

A post-accident follow up interview with Mr. Cottrell revealed the following.

Mr. Cottrell stated that he and his co-worker, Mr. Ronald Ponce, were working about a block or so from the accident site when he observed the helicopter overhead. He said it was losing altitude, and that he thought it was going to crash. Mr. Cottrell reported that after the helicopter went down he and Mr. Ponce drove to the accident site and entered the backyard where the helicopter had crashed. When asked to describe what he observed after entering the backyard, Mr. Cottrell said that the helicopter's engine was running very loud, the main rotor blades had stopped, the helicopter was vibrating, and that the tail rotor was spinning rapidly. He also said that he and Mr. Ponce assisted the pilot and passenger by helping them exit the accident site. Mr. Cottrell concluded by saying that he thought the fire department had shut the fuel off to the engine after they arrived.

Thomas M. Little
Air Safety Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, WA



RECORD OF INTERVIEW

Date: October 31, 2013

Time: 0845 - 0855

Person Interviewed: Mr. Ronald Ponce (first responder)

Subject: WPR12FA191 Hughes 269C, N380TL, Phoenix, AZ 5/2/2012

A post-accident follow up interview with Mr. Ponce revealed the following.

Mr. Ponce stated that he was working that morning with his co-worker, Mr. Cottrell, when he heard the helicopter flying overhead and that the engine didn't sound normal and it was "sputtering." He said the helicopter then made a U-turn while it lost altitude, but he then lost sight of it because of the trees and houses in the surrounding area. He said that after hearing the helicopter crash he and Mr. Cottrell drove to the residence where the accident site was located and opened the gate to the backyard. When asked what he observed when he entered the backyard he responded that the engine was still running "very strong," one of the main rotor blades was slightly moving, and that the tail rotor blades were moving very fast. He said he then went up to the helicopter to assist the passenger in getting out of the aircraft, turned the switches to the OFF position, and then he and Mr. Cottrell helped the pilot and passenger out of the backyard. He said that he didn't get the engine to stop when he shut the switches off, and that he thought the fire department had eventually shut the fuel off. Mr. Ponce concluded by saying that prior to going to the aid of the passenger, he was very cautious about moving up near the helicopter, due to the fast spinning tail rotor blades.

Thomas M. Little
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