

Plagens Howard

From: [REDACTED]
Sent: Monday, June 27, 2016 4:43 PM
To: Plagens Howard
Subject: Re: PIREP June 23 2016

Yes sir an R44 Raven II

[REDACTED]
Sent from my iPhone

> On Jun 27, 2016, at 3:35 PM, Plagens Howard [REDACTED] > wrote:

>
> Thank you [REDACTED]. You were flying an R44, correct?

>
> Howard

>
>
>
> -----Original Message-----

> From: [REDACTED]
> Sent: Monday, June 27, 2016 3:27 PM
> To: Plagens Howard
> Cc: [REDACTED]; [REDACTED]
> Subject: PIREP June 23 2016

>
> To whom it may concern,

>
> The purpose of this email is to describe the weather conditions at [REDACTED] approx 20 miles south/south west of Kingman Arizona along the east side of I-40 against the Hualapai Mountain Range. [REDACTED] is located at 35.03724N/114.00835W.

>
> On the morning of June 23, 2016 I departed KPRC Prescott AZ at 06:30 am. I flew a direct route to [REDACTED]. I arrived at [REDACTED] house at 07:45. I was experiencing light turbulence with winds estimated at 10-15 kts from the S-SW during the enroute portion of the flight. The winds stayed at 10-15 kts for the majority of the morning. Around 11:30 am on June 23, 2016 the winds had begun to steadily climb in velocity and gust spread. At 1:30-2:15 pm June 23, 2016 at approx coordinate of 34.87N/113.99W I noticed multiple dust devils ranging from 500 feet AGL and below to 1500 feet AGL and below. I was experiencing updrafts in excess of 1000 feet per minute, lasting for 15-30 seconds, as well as turbulence shifting from light to moderate. I then took notice of the airspeed indicator with constant at 6-8 knots from the S-SW, with an increase to 40 knots indicated in a hover with no forward, aft or lateral movements, at this point the wind were shifting from the E-SE to the W-SW. At 3:15 pm on June 23, 2016 the decision was made to discontinue flying for the day. I then flew back to [REDACTED] house at the above mentioned coordinates. Enroute to the ranch house I was experiencing wind shifts in excess of 90-130 degrees ranging from 10-35 knot velocity shifts. Once departing the ranch house to a destination of Kingman AZ I was experiencing much of the same wind velocity and wind shifts I had experienced earlier as well as having to deviate to avoid dust devils, I then decided to slow to a speed of 75 knots and remain at an altitude above 600 ft AGL. I experienced these weather conditions until I landed at Kingman AZ at approx 3:45 pm.

>

> [REDACTED]
> [REDACTED]
> --

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GUIDANCE OK to Use Statement



Fri 10/13/2017 9:18 AM

[Redacted]

Fwd: DOT Notification

To Plagens Howard

You replied to this message on 10/13/2017 9:21 AM.

Good to go on Statement.

Sorry for the delay.

Have a great weekend!

----- Forwarded message -----

From: [Redacted]

Date: Fri, Oct 13, 2017 at 9:16 AM

Subject: Re: DOT Notification

To: [Redacted] >, [Redacted]

Yes. NTSB Statement is fine

[Redacted]

President/CEO

[Redacted]

[Redacted]

Plagens Howard

From: Scott Outlaw [REDACTED]
Sent: Tuesday, June 28, 2016 9:51 AM
To: Plagens Howard
Subject: Observed weather 6/23/2016

Mr Plagens, my name is Scott Outlaw and I am an Airframe and Powerplant mechanic at Prescott Wing and Rotor for Guidance Aviation. This is to inform you of meteorological conditions I had observed while driving highway US 60, south of the crash site on 6/23/2016. During my return trip from Robinson Helicopter Company in Torrance, CA, I had taken US 60 North East towards Aguila, AZ. From approximately 3:00-4:00 PM, between Wenden and Congress, AZ I must have seen at least a dozen very large dust devils on both sides of the road, with as many as 5 spotted simultaneously. I am disclosing this information as it may be relevant to the helicopter crash currently in investigation.

Respectfully,

Scott Outlaw
A&P Mechanic
Prescott Wing & Rotor
[REDACTED]