



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: Lisa Brenner **HOME PHONE NUMBER:** [REDACTED]
HOME ADDRESS: [REDACTED] **CITY:** Las Vegas **STATE:** NV **ZIP:** 89030
WORK PHONE: [REDACTED] **DATE OF BIRTH:** / / **SEX:** _____
HEIGHT: _____ **WEIGHT:** _____ **HAIR COLOR:** _____ **EYE COLOR:** _____
SOCIAL SECURITY NUMBER: / / _____ **ETHNIC BACKGROUND:** _____
EMPLOYED BY: U.S. Forest Service **OCCUPATION:** lead crew member

ON 08 / 03 / 2000 **AT APPROX.** 19 :00

Ken (the pilot) + I had flown 2 repater missions earlier that day w/ 2 radio techs. There was no problem w/ the helicopter and on one of the missions we landed in a pretty tight spot - Ken circled it several times checking the winds to make sure that's where we wanted to land. He is a very cautious pilot - he would talk as he was circling to let you know what hazards he was looking for and ~~was~~ before landing would say "all gauges in green" okay to land. The repater mission was over by about 1500 - the storms were already starting to move in over the mountains - the hel base was still clear. About 1630 the storms really started moving in, winds really picked up and we started packing up our gear. Ken was going to leave the helicopter at the hel base overnite if necessary, but none of us was going to leave for awhile we were going to stay + see what the storm was going to do and we were also running the radio communications for the hel base - air attack was in the air at the time + he was flight following w/ us. Rod (fuel truck driver) moved the fuel truck (it was parked right next to the helicopter) over by our trucks to block some of the wind. For the next hour or so we all hung out watching the storm. At about 1830 we heard air attack say 8CH was in the air doing bucket work. The weather was starting to clear at that time - we could start to see the mt. ranges again, but it was still to windy for us to fly, but the winds were much calmer than they had been. It was starting to sprinkle at the hel base. Over

WRITTEN BY: Lisa Brenner **DATE:** 08 / 03 / 2000

DEPUTY HANDLING: MARVIN E. MORTON **CASE NUMBER:** -

At about 18:49 Ken said it was good enough weather to n.m. to take off for Wells A. report - he did not want to leave the helicopter at Montello overnight. He asked if anyone wanted to go w/ them. Matt (asst manager) said yes right away & Matt asked Phil if he wanted to go. Phil did not get to fly very much due to his size so Phil immediately said yes. Matt & Phil started to get their gear together while Ken got the helicopter ready - he untied the rotors & d.d. his walkaround. All 3 got in the helicopter - Ken hollered "clear". The helicopter sounded normal - no bangs, back fires nothing. They started to lift off - we were all over by the fuel truck watching - he got several feet off the ground and the helicopter tipped to the pilots side and it reminded me of an explosion all though what I probably saw was a lot of dust. The next thing I remember is all of us running to the helicopter - Cameron told us to get on the radio. Phil was hanging out the passenger door - his face was all bloody. Matt was somehow able to walk out of the front seat & fell to the ground. Rob, Dennis & I tried to pull Phil out but the door was jagged & was holding his legs in. We managed to pull him out Dennis started w/ CPR right way. Ken was able to walk out & was wandering around - he eventually ended up helping w/ Phil. I went over to Matt - the back of his head was cut & through his Nomex I could see his arm was in a funky position. He was laying with his eyes fluttering & he was humming. I kept talking to him - trying to hold his head still while looking for other wounds. Sean came over to help w/ Matt & gave me a look telling me Phil did not make it. Approx 15 min later a lady EMT's from camp showed up & started to help w/ Matt. Dennis also helped. An engine arrived. I started taking notes for them on Matt's vital signs. He was talking - he couldn't remember what happened & was in a lot of pain - the helicopter was about

Lisa Brenner
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25 min out. Eventually more people showed up - fire people, ambulances ect. which stayed by the radios & seemed like the helicopter would never show up. ^{or possibly later} At about 1945 it finally showed up & it seemed again like forever before they got Matt loaded & took off. Ken was really shaken up & was taking it very ~~hard~~ hard but finally the paramedics had a chance to look at him for injuries. The fuel tank driver also hurt his back trying to get Phil out of the helicopter we all hung around & went ~~as~~ and said our final goodbyes to Phil. We waited for the ambulances to leave w/ Ken & Rod. They found drivers for us & we were driven to Elko.

Lisa Brenner



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: Cameron Dugginan HOME PHONE NUMBER: [REDACTED]
 HOME ADDRESS: [REDACTED] CITY: North Las Vegas STATE: NV ZIP: 89031
 WORK PHONE: [REDACTED] DATE OF BIRTH: [REDACTED] SEX: M
 HEIGHT: 5-10 WEIGHT: 200 HAIR COLOR: Brown EYE COLOR: green
 SOCIAL SECURITY NUMBER: [REDACTED] ETHNIC BACKGROUND: _____
 EMPLOYED BY: BLM LVFO OCCUPATION: Fire Fighter

ON 08, 03, 00 AT APPROX. 19:00 helicopter 10864 prepared to leave Montello airstrip to return to Wells Airport. We had had 45 to 50 mph winds and they had calmed down to 10 to 15 mph and we took the opportunity to return to Wells. Matt and Phil Conner were to fly back to Wells. Tiedowns were removed from rotor blades and Matt and Phil loaded their gear and prepared to leave. I watched and listened as I always do to the startup sequence. Everything sounded and looked normal. The ship called our radio operator and let us know he would be off the ground headed to Wells. Radio operator acknowledged and the ship lifted. at a 2-3 foot hover the helicopter began a roll to the right. I had looked away and looked back at the ship when I heard a rotor blade strike the ground. I watched the ship continue to roll and saw a rotor blade strike the left side of the ship. The ship continued to roll to the right, made a full roll and landed upright. ~~with~~ the rotor mast had separated from the ship and the tail rotor was broken in a couple of places. I immediately told our radio operator to call BKO Disp. and start EMS and a helicopter to our location. We then proceeded to the ship and extricated Matt and Phil from the helicopter. The Pilot was able to remove himself and walked away. We started. We started assessment on Matt and Phil. Someone said to turn off the fuel, and the Pilot and I both

WRITTEN BY: Cameron Dugginan DATE: 08, 04, 00 1024
 DEPUTY HANDLING: MARVIN E. MORTON CASE NUMBER: 1024
 1024
 1024

Reached to turn fuel and battery off. We started CPR on Phil and were unable to even establish an airway. Matt was unconscious but had both heart and breathing. Matt regained consciousness after 5 or 10 minutes and we kept him calmed down and in place. Dennis started first aid on a cut to the back of Matt's head. We assisted EMT when they arrived with splinting of Matt's left arm and worked w/ the EMTS until a second ambulance arrived. A helicopter from EKO responded and transported Matt to Twin Falls Id.



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: Sean Whelan HOME PHONE NUMBER: [REDACTED]
HOME ADDRESS: [REDACTED] CITY: Las Vegas STATE: NV ZIP: 89071
WORK PHONE: [REDACTED] DATE OF BIRTH: [REDACTED] SEX: M
HEIGHT: 5'10" WEIGHT: 150 HAIR COLOR: Red EYE COLOR: Green
SOCIAL SECURITY NUMBER: [REDACTED] ETHNIC BACKGROUND: Caucasian
EMPLOYED BY: BLM OCCUPATION: Fire Fighter

ON 08/03/00 AT APPROX. 18:55 Helicopter - N12814 loaded

The crew: Matt Cameron and Phil Cameron with the pilot Ken Carlton for a routine flight back to Wells Airport. Everything seemed normal, the helicopter filled up and began its take off. About 3-4 feet off of the ground, the engine seemed to change tone, and at the same time the helo rolled hard to the right. The blades struck the ground instantly, which in turn threw the air craft back to the left. About that time I dove for cover because of the flying scrap metal. When I looked up the helo was on its skids, both Matt and Phil were on the left side of the craft, and they were both hanging half out of the craft. At this point the remainder of the crew rushed over to the helo from the trucks. I got about 3/4 the way there when I saw leaking fluid, so I ran to the extinguisher and placed it near the nose of the ship. By the Lisa and Rod were pulling Phil out and Matt was on the ground. Matt was making some noise at this point Cameron and Dennis were with Phil. Phil's helmet was removed vitals were checked and CPR. began I opened an airway Cameron did compressions and Dennis tried to get air into his lungs, but after many attempts we were unable to do so. At this point Matt had come too, and Lisa had to hold him down. I went over to assist him. He was bleeding from the back of his head and his arm was obviously broken. Dennis and Cameron made the call that Phil was beyond help, so they came over to assist with Matt. About 5 min after that 2 EMT's

WRITTEN BY: Sean C. Whelan

DATE: 08/04/00

DEPUTY HANDLING: MARVIN E. MORTON

CASE NUMBER: -

Came over, I moved out of the way. Dennis and the 2 EMTs worked on Matt. From that point on I did what I could when it was needed, but mostly stayed out of the way. About 20 min after that life flight arrived, Matt was loaded and was gone. The remainder of the crew gathered at the helo and said our final good byes to Phil.



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: Dennis Strange HOME PHONE NUMBER: [REDACTED]
 HOME ADDRESS: [REDACTED] CITY: Boulder City STATE: NV ZIP: 89005
 WORK PHONE: [REDACTED] DATE OF BIRTH: [REDACTED] SEX: M
 HEIGHT: 6'0" WEIGHT: 155 HAIR COLOR: Brown EYE COLOR: Hazel
 SOCIAL SECURITY NUMBER: [REDACTED] ETHNIC BACKGROUND: White
 EMPLOYED BY: National Park Service OCCUPATION: Firefighter
Lake Mead NRA

ON 8, 3, 100 AT APPROX. 19:00 at the Montelle Helibase there was an incident involving the crash of Helicopter N10864. On board the ship was, Pilot Ken Carlton sitting front right, Matt Cannon sitting front left and Phil Conner sitting rear most left. I was sitting on the fuel truck approx. ~~30yds away~~ 30-50yds away watching, as I always do, the helicopter start up and lift off enroute to Wells airport to shut down for the evening. During the late afternoon there had been a significant wind event, but at that time the wind had been done blowing hard, the wind speed was approx. 5-10mph at the time of start up, coming from due west the helicopter was pointed due west. The crew had boarded the ship and the pilot started the engine, same as always. When the rotor speed was sufficient (keep in mind my interpretation of 'sufficient', I am no helicopter pilot or expert, but they sounded and looked like normal speed the pilot began to lift off the ground. When the ship was approx. ~~off~~ 2ft off the ground it made a very sharp right rotation, not a right turn, but a rotation. As it turned on the right side, the body of the ship was in the air and the main rotor blades struck the ground, disintegrating. At this point everyone started to realize what was happening and began to approach the ship. The ship continued to rotate right, completing the rotation on landing on its skids, which remained intact. The ship only made one rotation. The mast and main rotor were sheered off, and the tail was twisted 360°. The body of the ship was generally intact, with the exception of the left side which was ripped apart, possibly by the rotor blades. I waited (as I was trained) to not approach the ship until

WRITTEN BY: Dennis Strange ~~J~~ DATE: 8, 4, 100
 DEPUTY HANDLING: MARVIN E. MORTON CASE NUMBER: .

all parts have stopped moving, This ~~seemed like~~ ^{was} 2 seconds, because everything that would move (ie. rotor blades) was gone. The rest of the crew, which included myself, Lisa Brenner, Sean Whalen, Andy Gurrell, Rich Martinez, Cameron Dingman (the module manager) and Rod (unknown last) the fuel truck driver, proceeded to the ship. As I arrived I saw Matt hanging out still buckled in and unconscious. His arms and head were almost on the ground. Phil was also hanging out of the left side, still buckled and almost touching the ground. I first went to Matt while Cameron went to Phil. I saw Ken was moving around and he unbuckled Matt so I could drag him out of the ship. I got him on the ground and proceeded to give him care. I asked him to answer me, with no response. I checked his airway and breathing and found him clear and breathing on his own. Someone came over ~~it~~ and I had them hold C-spine while I then went to Phil. Rod and Cameron had drug him out of the ship and laid him next to it. I proceed with my initial exam and found no response to stimulus, no breathing and an airway blocked with bone, teeth and blood. I tried to clear his airway and open it with Sean doing the jaw-thrust maneuver as I instructed him. I gave rescue breaths which did not go through. I checked his carotid artery and found no pulse. Cameron and I began rescue breathing with compressions to no avail. I could not open his airway and no air was getting to his lungs. Ken came over and Cameron left to help with Matt. We turned Phil on his side several times to try to clear his airway, but couldn't. We tried several times with no results. Phil had several fractures of his jaw, face and cranium. His face was swelling very fast. He was turning blue due to the lack of oxygen. He had blood coming from both ears. Ken and I agreed that Phil was dead and there was nothing we could do. We then covered Phil with a blanket to show respect and indicate to others his condition. I then moved back to Matt, who had regained consciousness in the mean time. I went to reassess him with Sean, Andy and Lisa around. Lisa was concentrating on documenting everything while Rich was doing all communications, radio and such. Matt seemed to be alright, he knew ~~not~~ who he was but not his age and he asked what happened over and over again.

see next page

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I ~~to~~ performed an assessment and found his only complaint to be to his left arm, which appeared to be broken in at least 3 places, his forearm, his upper arm and his shoulder. He had motor & sensory in all extremities and had a good distal pulse and capref,ill in his left arm. He had a 3"-4" laceration to the back of his head, which was bleeding profusely and was hard to control with direct pressure. I continued to assess and care for him, comforting, holding pressure on the lac. as holding c-spine. Lisa, Sean and Cameron helped during the whole process, as well as everyone else. Kathy and Caroline, who were EMT's assigned to the fire came over and proceeded to help. They did a more detailed assessment and found no other injuries or complaints. They proceeded to give care and Engine 55 helped as well. Eventually two Ambulances arrived and assisted, they were the Wells ambulance and the Wendover ambulance. We continued to care until the arrival of the Air Ambulance which took over and transported Matt to Twin Falls, Idaho. We had a short debrief as a crew and gave our goodbyes to Phil, sharing a prayer. We were then driven to Elko and put up at the High Desert Inn. Several others helped at the scene as well, Ken and Rod were driven, by ambulance to Wells, as a precaution. All personnel in the ship had all PPE on. By the time we left it was dark and approx 2112.



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: RICHARD M MARTINEZ HOME PHONE NUMBER: [REDACTED]
HOME ADDRESS: _____ CITY: LAS VEGAS STATE: NV ZIP: _____
WORK PHONE: [REDACTED] DATE OF BIRTH: [REDACTED] SEX: M
HEIGHT: 6'1 WEIGHT: 185 HAIR COLOR: BLK EYE COLOR: BRN
SOCIAL SECURITY NUMBER: [REDACTED] ETHNIC BACKGROUND: HISPANIC
EMPLOYED BY: U.S. FOREST SERVICE OCCUPATION: FIRE FIGHTER
ON 8, 3, 00 AT APPROX. 18:57

THE DAY WAS JUST ANOTHER TYPICAL DAY FOR OUR HELITACK CREW. WE HAD A MORNING BRIEFING AT AROUND 0630 AND LEARNED WE WERE TO PROCEED TO MONTELLA AND ESTABLISH A HELIBASE. THE HELICOPTER FLEW OVER TO MONTELLA WITH THREE SOULS ON BOARD. KEN CARLTON (PILOT), MATT CAMERON (ASST MANAGER) AND PHIL CONNER (CREWMAN) WERE THE FLIGHT CREW FOR THE DAY. OPERATIONS WERE NORMAL ALL DAY. I WAS IN CHARGE OF COMMUNICATIONS AT THE BASE. I WAS ^{NEED} FLIGHT FOLLOWING FOR ALL AIRCRAFT IN THE AREA. AT AROUND 1830 CAMERON (MANAGER) GAVE THE WORD FOR THE HELICOPTER TO RETURN TO WELLS AIRPORT. THE PILOT AND CREW PROCEEDED OVER TO HEL N10864 AND TOOK DOWN THE TIE BOLDS WE HAD PUT ON THE SHIP EARLIER IN THE DAY. WE HAD WINDS UP TO 60 MPH WHEN CELLS WERE MOVING OVER US ABOUT TWO HOURS PRIOR TO LIFT OFF. WINDS WERE MODERATE AND VARIABLE AT THE TIME THE PILOT BEGAN HIS START UP SEQUENCE. I WAS TENDING TO THE THE RADIOS AND CAMERON WAS NEXT TO ME WHEN WE BOTH HEARD 864 POWDER UP. WE BOTH TURNED TO LOOK AND WATCH IT TAKEOFF AS WE NORMALLY DO WHEN THE FRAME OF EVENTS THAT WILL FOREVER CHANGE ME BEGAN TO UNFOLD.

WRITTEN BY: _____ DATE: 1 / 1
DEPUTY HANDLING: MARVIN E. MORTON CASE NUMBER: _____

THURSDAY
Aug 3, 2000

High DESERT INN

Executive Offices

- 1857: I LOGGED THE TAKEOFF TIME ON THE HOBBSS SHEET. HELICOPTER 864 GETS OFF GROUND ABOUT FOUR FEET AND DOES A BRIEF HOVER. 864 PITCHES VIOLENTLY TO THE RIGHT. ROTORS DIG INTO GROUND AND THROW DUST EVERYWHERE. FORCE OF ROTORS PUT 864 VIOLENTLY BACK TO THE LEFT AND ON IT'S SKIDS.
- 1858: PARTS OF 864 LIE EVERYWHERE. PASSENGER SIDE OF HELI GONE AND MATT AND PHIL ARE HANGING OUT OF HELICOPTER SUPPORTED BY THEIR SEATBELTS. CAMERON AND REST OF CREW RUSH OVER TO 864 AND CUT FLIGHT CREW FREE FROM SEAT BELTS. CREW BEGINS MEDICAL ATTENTION AND I MAKE 1ST CALL TO ELKO DISPATCH, I DECLARE EMERGENCY TRAFFIC ON THE RADIO AND ACTIVATE EMS FOR A HELICOPTER CRASH AT THE HELIBASE.
- 1900: I SPOT THE PILOT ~~THE~~ RUNNING AROUND THE FRONT OF 864 AND LOOKING BACK TOWARD OUR FALLEN CREW. CAMERON IS ASKING ME IF I'VE CONTACTED ELKO, I TELL HIM YES AND I'M WAITING FOR AN ETA. ON LIFEFLIGHT, CREW WORKS FEVERISHLY TO BRING PHIL AROUND, BUT TO NO AVAIL HE DOES NOT RESPOND. ATTENTION GETS DIVERTED TO MATT AND THEY ATTEMPT TO STABILIZE HIM.
- 1901-2000 DURING THIS TIME I CANNOT BE SPECIFIC ON WHAT TRANSPIRES. UNITS START ARRIVING INCLUDING AMBULANCES, ENGINES, AIR SUPPORT AND OPS, NUMEROUS SINGLE RESOURCES INCLUDING THE ILC!
- 2012 - LIFEFLIGHT ARRIVES AROUND THIS TIME AND IS ON THE GROUND AN ADDITIONAL 15-20 MINUTES. IT GETS DARK AND HELICOPTER LIFTS OFF, PILOT AND FUEL TRUCK DRIVER ARE TAKEN TO ELKO BY GROUND FOR TREATMENT.
- 2100 - CREW SAYS PRAYER AROUND PHIL AND DEPARTS SOON AFTER



ELKO COUNTY SHERIFF'S DEPARTMENT WITNESS STATEMENT FORM

STATEMENT OF:

NAME: ANDREW GARRELL HOME PHONE NUMBER: [REDACTED]
 HOME ADDRESS: [REDACTED] CITY: RENO STATE: NV ZIP: 89502
 WORK PHONE: () DATE OF BIRTH: [REDACTED] SEX: M
 HEIGHT: 6 WEIGHT: 0 HAIR COLOR: _____ EYE COLOR: _____
 SOCIAL SECURITY NUMBER: [REDACTED] ETHNIC BACKGROUND: _____
 EMPLOYED BY: DEPARTMENT OF INTERIOR (BLM) OCCUPATION: HELITACK

ON 8 / 3 / 00 AT APPROX. 18:30 HELICOPTER H-1086A PREPARED FOR DEPARTURE FROM MONTELLS TO WELLS AIRPORT. WE HAD JUST FINISHED WAITING OUT A WIND STORM. CONDITIONS FOR FLYING AT POINT OF TAKE OFF WERE ~~SOB~~ WITHIN SOP. WINDS WERE BREEZY (DIRECTION UNKNOWN), DAYLIGHT AND CLOUD COVER. TEMPERATURE COMFORTABLE, AROUND 80°. KEN (PILOT) UNTIED ROTOR STRAP DOWNS AND PHIL CONNER AND MATT CANNON LOAD THEIR GEAR ONTO THE SHIP. I WAS OUT AT THE SHIP BEFORE START UP TALKING TO KEN. I NOTICED NOTHING OUT OF THE ORDINARY. I LEFT THE SHIP AND WENT BACK TO THE TRUCKS. I HEARD KEN CALL CLEAR BEFORE START UP. THE REST OF THE CREW WAS CHATTING WHILE THE HELICOPTERS BLADES WERE SPINNING BEFORE TAKE OFF. I HEARD THE SHIP POWER UP FOR DEPARTURE AND TURNED TO WATCH. ABOUT 5 FEET OF THE GROUND THE HELICOPTER ROLLED RIGHT. I TURNED THE OPPOSITE DIRECTION TO SHIELD FACE FROM POSSIBLE SHRAPNEL. I TURNED BACK AROUND ~~THE~~ THE SHIP WAS UPRIGHT, PHIL AND MATT HANGING OUT OF THE HELICOPTER BY THEIR SEAT BELTS. EVERYONE RAN TO THE HELICOPTER. I WENT TO PHIL WITH ROD (GAS DRIVER), CUT THE SEAT BELT AND PULLED PHIL AWAY FROM THE SHIP. HIS HELMET WAS REMOVED CPR WAS ADMINISTERED BY KEN AND DENNIS (CREW MEMBER). ROD AND I GATHERED UP ALL MEDICAL EQUIPMENT AVAILABLE. RICH (CREW MEMBER) HANDLED RADIOS, LEA (CREW MEMBER) TOOK NOTES. AT SOME POINT PHIL WAS COVERED WITH A BLANKET. MATT NEEDED THE ATTENTION AND THERE WAS NOTHING WE WITH OUR TRAINING DO FOR PHIL AT THAT POINT. SEVERAL LOCAL AMBULANCES SHOWED UP TO ASSIST. LIFE FLIGHT WAS —

WRITTEN BY: ANDREW D GARRELL DATE: 8 / 4 / 00
 DEPUTY HANDLING: MARVIN E. MORTON CASE NUMBER: -

ORDERED AT SOME POINT AND IN ROUTE. MATT WAS BEING
TAKEN CARE OF TILL THE ARRIVAL OF FLIGHT CARE. THEY
TOOK A LONG TIME TO SHOW UP. KEN WAS ~~AS~~ SEEN BY
AN AMBULANCE ALONG WITH ROD. WE GATHERED AROUND
PHIL AND ~~HE~~ EACH SAID WHAT WE NEEDED TO. HE IS A
GREAT MAN SITTING BY GOD NOW. WE ALL HAVE SOMETHING
TO LEARN FROM PHIL. HIS BELIEFS HAVE PUT HIM IN A
BEAUTIFUL PLACE. MAY GOD BE WITH HIS FAMILY.

On 8-3-00, we flew from Montello helibase to a Mtn top on the Charlie fire of which the location is 41.17.95 Lat and 114.21.70 Long at 7700 ft. We landed and set up a radio repeater.

~~We then flew to the~~
 We then lifted off from that location and in route to the helibase at Montello. Shortly after take-off, the Pilot ~~and I~~ and I ~~heard~~ heard a ^{faint} thump noise and the pilot asked us if a door had come open. We checked and I told him "no".

We landed at the ~~helibase~~ Montello helibase and had lunch at the Montello helibase with the crew and pilot.

After lunch we prepared to fly up to the Wimpy fire and I asked the pilot if the thump could mean something broke. I can't remember his exact words, but to seem it up, he ~~said~~ "no" meant "no".

We flew up to the Wimpy fire and landed at a Mtn top with ~~the~~ Lat and Long of 41.23.50 and 114.16.55 at 7300 ft. There were no noises heard.

After installing the radio repeater, we then flew back to Montello helibase and didn't hear any noises, and my mission was over with the helicopter.

I don't know if the other two passengers heard the thump that the pilot and I heard. It was a faint thump which could easily have been produced by someone's foot on the floor or elbow on the wall or helmet on the wall.

I hope you will question the other two passengers to see if they may have made the thump. Mark Dowlap was in the back seat with me and there was a person in the front with the pilot.

I feel the pilot is very safe and knowledgeable about flying and landing in the mountains and on mountain tops.

I say this because he ~~explaining~~ was explaining ~~to~~ what goes through his mind when landing at mountain top locations. This ~~to~~ conversation took place a few days earlier.

~~Clark Orr~~
Clark Orr
Communications Technician
8-5-00