

WITNESS LIST



W-1	Ken CRAW CDF Battalion Chief
W-2	Kirk SWARTZLANDER CDF Battalion Chief
W-3	Ray GRIM CDF Fire Captain
W-4	Jesse POTSWALD DynCorp Mechanic
W-5	Raul CONTRERAS USFS Battalion Chief
W-6	Rich LOGAN CDF Fire Captain
W-7	George NUNEZ CDF Fire Captain
W-8	Stephen VOLMER CDF Fire Captain
W-9	Gretian BIDART CDF Fire Captain
W-10	Stan MACHADO CDF Battalion Chief
W-11	Gus JOHNSON CDF Battalion Chief Retired
W-12	Anthony RENNICK CDC Sergeant
W-13	Freddie GRANADO CDC Inmate
W-14	Al DOMINGUEZ CDC Inmate
W-15	Fred HIDALGO CDF Firefighter I
W-16	Mike CAMPBELL CDF Firefighter I

WITNESS LIST

(*) ~~W-17~~ ~~Ken TYLER~~
~~USFS ATGS Retired~~ NO WITNESS STATEMENT OBTAINED
W-17 DELETED FROM LIST

W-18 Curtis TRITCH
Civilian (UP NTSB)

W-19 Brent SKAGGS
~~USFS Crew Leader~~ JOSE MARTINEZ
USFS (UP NTSB)

W-20 Robert SMART
Civilian

W-21 Jose MEDINA
Forester

W-22 Clyde SLUSSER
County Park Ranger

W-23 Barbara Jean GOMEZ
CDF Personnel Officer

W-24 Linda A. HEFNER
CDF Personnel Officer

W-25 ALICIA WHIPPY
CDF FIRE CAPTAIN

(*)

Witness 1: Ken CRAW
CDF Battalion Chief

Address: [REDACTED]

Phone: [REDACTED]

On the morning of Thursday, September 7, 2006 Battalion Chief Ken CRAW met with investigators with the Accident Investigation Team. W1 CRAW said that he was responding to the Mountain Fire to relieve W-10 MACHADO and take the day command of three fires that had occurred in the Bear Creek drainage. W1 CRAW said that as he was making access to the fire, he was listening to the radio communication between MUCHADO and Battalion Chief Robert STONE, who was the Air Tactical Group Supervisor (ATGS) riding in Air Attack (AA) 410. W1 CRAW said AA410 flew down the drainage at approximately 100' to 1500' above ground level (AGL). W1 CRAW said AA 410 flew out of the drainage and then he observed AA 410 return up the drainage. W1 CRAW said that he saw AA 410 was approximately 100 feet above the tree tops when it flew over his position. W1 CRAW said it was approximately 8 seconds later that he could not hear the engine noise from AA 410 any longer.

W1 CRAW said he heard radio traffic on Command 2 from Strike Team 9388G to Visalia Emergency Command Center (ECC) making notification there was aircraft down. W1 CRAW said he immediately responded to the accident scene and identified CDF Engine 4154 and United States Forest Service (USFS) Sequoia Crew #2 as being at the scene prior to his arrival. W1 CRAW estimated his response time to the incident at about 30 minutes. W1 CRAW said he assumed command of the incident. W1 CRAW said there was approximately 1 acre of vegetation burning around the accident site and he had crews contain the vegetation fire.

W1 CRAW described the weather as clear and calm with cumulous buildups to the east, with significant buildups above the Tule Creek drainage. W1 CRAW agreed to provide us a written supplemental and told us he would be available for further reference.

Narrative Brown Incident 06-CATUU-010586

From: Ken Craw Initial Attack Incident Commander
06-13-2006

On September, 06 2006 at 0700 I came on duty with the coverage of battalions 13 and 14, and went to my office at Visalia Headquarters. At around 0830 I was dispatched to the Mountain incident located in the bear creek drainage behind mountain home camp to relieve B-4114 as day IC. I knew the history of the fire and the other fires in the area, and that a recon flight had been ordered to locate any other possible fires in the drainage. I contacted Chief Stone at headquarters to talk to him about the flight as I would be the IC and he would be in the air craft. We talked about the series of fires and about the area that would be reconed from the pond to the mountain home camp as that was the area the suspect had been located in. Once we had our plan put together I proceeded to my vehicle for the drive to the fire. On the way to the mountain incident as I was starting up Bear Creek road I observed cumulus clouds building up on the ridge top of the sierra's in a line from north to south. The build up is seen often and I had seen a build up each of the prior three days and I took note that the build up on this day was more that I had seen in the past three days. The influence of weather from the Sierra Mountains is a significant factor on our wild land fires in Tulare and I take note of it each day.

I arrived at the mountain fire at about 1000 and met with the Faller that would be working the fire that day to lead him to the fire location, and then parked my vehicle and started to hike in to the fire. As I approached the fire I contacted B-4114 on the radio and asked his location, he stated he was on the other side of the fire and I advised him I was walking to his location. Within a few minutes AT-410 arrived over the fire and contacted B-4114 by radio and they had a conversation about the recon mission. During the conversation AT-410 stated they could see the fire that we were on and were going to fly the area and do a long search. As AT-410 and B-4114 were talking I observed the aircraft flying down the bear creek draining from east to west. As the aircraft went over my location I could see the aircraft clearly through the opening of the trees, they were flying down the north side of the drainage and I was looking north out of the drainage. I estimate there elevation over the tops of the trees to be 150 to 200 feet flying down the north side of the bear creek drainage and they appeared to be in normal flight. After I lost sight of the aircraft it is my assumption that they flew out of the area at the same elevation no longer following the elevation of the trees to turn around and fly back up the drainage. The time line for the first over flight was the same time as the conversation with AT-410 and B-4114 and the conversation went on until they flew back over our location going up the drainage. As the aircraft came back into view they were flying up the north side of the bear creek drainage following the same basic flight path with an elevation above the tops of the trees of 100 to 150 feet. As they were approaching our location AT-410 finished the last of there conversations with B-4114 and it was clear to me that they had said everything they were going to say, what I mean is the conversation was not cut short. As the aircraft went by my location I could see them clearly through

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the opening of the trees. Their flight appeared to be transition from level flight to starting the climb up the canyon and they appeared to be lower than their last pass down the canyon. As they went past my area there was an increase in the sound from the aircraft as they powered up the engines, it was a major increase in power but I would not describe it as going to max power in my opinion. It is my opinion that they approached the area I was in, flying in level flight and were transition to gain elevation to fly up the drainage, and the last time I saw the aircraft it appeared to be flying normally and the engine noise sounded normal.

Approximately 8 to 10 seconds after AT-410 flew over my position I heard radio traffic from the hand crew strike team leader on my fire that AT-410 had gone down up canyon from our fire, I estimate the time of the accident to be approximately 1035 to 1040. I hiked back up the drainage to my vehicle and responded to the crash site. While enroute to the accident site I observed a column of black smoke from the site and as I went up bear creek road each time I saw the smoke it was turning from black to light brown. I arrived at the accident site at approximately 1113 and took command of the incident until I was relieved at 1427 by B-4311. I remained on the incident until the bodies were recovered and hiked down from the mountain and I arrived home at 2100.

I have been employed with CDF for 20 years and have worked with aircraft on many fires; I have also worked with the type of aircraft involved in the accident since CDF started using them. In my opinion the entire time AT-410 was over the mountain fire that day they were operating normally. I did not see or hear anything that gave me cause to think anything was wrong. Their flight path down and then up the drainage was exactly what I expected due to my conversation with Chief Stone, and my knowledge of that drainage.

If you have any other questions or need any more information please contact me at any time.

Ken Craw BC [REDACTED]
[REDACTED]

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Witness 2: Kirk SWARTZLANDER
 Division Chief

Address: [REDACTED]

Phone: [REDACTED]

On the morning of Sunday, September 10, 2006 I met with W-2 Kirk Swartzlander in the Fire Prevention office at the CDF Headquarters in Visalia. W-2 SWARTZLANDER told me that he had spoken with Battalion Chief (BC) Rob STONE on the morning of September 6, 2006. W-2 SWARTZLANDER said that due to the number of fires that had been occurring northeast of Springville, he discussed reconnaissance options with BC STONE. W-2 SWARTZLANDER said they had discussed using an aircraft equipped with Forward Looking InfraRed (FLIR) systems, but they agreed the FLIR use would be limited during the daylight. W-2 SWARTZLANDER said he and BC STONE agreed that the best choice was to have BC STONE fly the area in AA410.

W-2 SWARTZLANDER said that when he heard over the radio that AA410 had gone down he responded to the area. W-2 SWARTZLANDER said that after the bodies were removed, they had identified the remains of a Glock handgun. W-2 SWARTZLANDER said that Fire Captain (FC) Larry HARRIS had the evidence and was in the process of running the serial number with the Tulare County Sheriff's Office to determine the owner of the handgun. W-2 SWARTZLANDER said that FC HARRIS would provide me the evidence and documentation.

[REDACTED]
Joshua White
Battalion Chief

Witness 3: Ray GRIM
CDF Fire Captain

Address: [REDACTED]

Phone: [REDACTED]

On Thursday, September 7, 2006 W-3 Ray GRIM met with investigators from the Accident Investigation Team in the conference room at the Porterville Air Attack Base. W-3 GRIM identified himself as the Fire Captain assigned to the Porterville Air Attack Base and had been working at that location for approximately 10 years. W-3 GRIM said he was ATGS qualified and had been flying with George WILLETT for four years, since WILLETT had been assigned as a pilot to the Porterville Air Attack Base. W-3 GRIM estimated that he had approximately 400 hours logged flight time with WILLETT.

W-3 GRIM said that he had "complete trust" in WILLETT. W-3 GRIM said that WILLETT was very methodical in his check out of the aircraft as well as his pre-flight work. W3 GRIM said WILLETT would verbalize his take-off and landing actions.

W-3 GRIM said WILLETT was on his sixth day of work and explained that pilots work a six day workweek with one day off. W-3 GRIM said BC STONE worked Monday through Wednesday.

W-3 GRIM said that in the morning the pilots are provided a written copy of the Weather Reports, Temporary Flight Restrictions (TFR), and a fire activity report for the state of California. After the interview W-3 GRIM provided those documents to BC WHITE.

W3 GRIM said WILLETT had a reaction to some medication while they were covering the Paso Robles Air Attack Base. W3 GRIM described the reaction as a rash and said that upon their return to Porterville, WILLETT went off duty and took an additional 2 days off.

W3 GRIM said WILLETT's demeanor was pleasant and did not know of any recent major events in WILLETT's life. W3 GRIM said WILLETT kept a cell phone in the ankle pocket of his flight suit.

W3 GRIM said BC STONE had officially been promoted to Battalion Chief in July and had been certified as an ATGS the year before.

Witness 4: Jesse POTSWALD
Mechanic
DynCorp

Address: [REDACTED]

Phone: [REDACTED]

On September 8, 2006, at approximately 12:30 p.m. Fire Captain Rick SWAN and I met with (W-4) Jesse Potswald, a DynCorp mechanic assigned to the Porterville Air Attack Base. We met with W-4 POTSWALD at the Porterville Air Attack Base and I digitally recorded the conversation, with W-4 POTSWALD's consent. I explained to W-4 POTSWALD that the interview was voluntary and he could stop the interview at any time.


W-4 POTSWALD explained the normal procedure for George "Sandy" WILLETT to check the plane at the beginning of the day and then come inside. W-4 POTSWALD said WILLETT would drive his truck under the wing every morning, complete his pre-flight check-out of the airplane, park his vehicle in the front lot and come inside. W-4 POTSWALD said WILLETT was fastidious about emptying his pockets prior to putting on his flight suit and explained that the OV-10 is susceptible to foreign objects in the cockpit.

W-4 POTSWALD said that WILLETT had commented approximately three weeks prior to the accident that the plane was running better than ever. W-4 POTSWALD said the airplane had returned from McClellan for maintenance and that WILLETT was very pleased how the plane was running. W-4 POTSWALD said WILLETT was very proud of that airplane and that it flew straighter, faster and had more power than others in the fleet. W-4 POTSWALD said WILLETT flew the OV-10 in South America. W-4 POTSWALD continually commented that WILLETT was a good pilot and that he was always comfortable when he was flying with WILLETT.

W-4 POTSWALD saw WILLETT and STONE on the morning of September 6, 2006. W-4 POTSWALD described WILLETT's actions on that morning as the same as all others. W-4 POTSWALD said he saw WILLETT drive in a few minutes later than normal, which he approximated at 9:50 a.m., and saw WILLETT performing his normal pre-flight inspection. W-4 POTSWALD said STONE had come in before WILLETT's arrival and told him about the flight. W-4 POTSWALD said STONE was in a good mood and everything seemed normal with both WILLETT and STONE. W-4 POTSWALD said WILLETT came in, went to the bathroom, changed into his flight suit, got some waters out of the freezer, grabbed his flight bag and then both of them walked out to the airplane. W-4 POTSWALD said he thought it was Firefighter CRISP that walked out with STONE and WILLETT.

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W-4 POTSWALD said WILLETT was in good spirits that week and had been looking forward to buying a new car. W-4 POTSWALD said he did not know of any health problems with WILLETT and referred to WILLETT as a cautious pilot.


Joshua White
Battalion Chief

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Witness 5: Raul CONTRERAS
Battalion Chief
USFS

Address: [REDACTED]

Phone: [REDACTED]

On September 8, 2006, at approximately 1:30 p.m. Fire Captain Rick SWAN and I met with (W-5) Raul Contreras a Battalion Chief with the United States Forest Service (USFS) assigned to the Porterville Air Attack Base. We met with W-5 CONTRERAS at the Porterville Air Attack Base and I digitally recorded the conversation, with W-5 CONTRERAS's consent. I explained to W-5 CONTRERAS that the interview was voluntary and he could stop the interview at any time.

W-5 CONTRERAS said he had worked with Pilot George "Sandy" WILLETT for 4 years and with Battalion Chief Rob STONE for 1 year. W-5 CONTRERAS described WILLETT as always happy and that everything had seemed normal and fine. W-5 CONTRERAS said he had remembered that WILLETT had some health issues the year before but did not know of anything that was bothering him recently.


W-5 CONTRERAS said he had been out of town and had returned to the Air Base on Tuesday (September 5, 2006). W-5 CONTRERAS said that everything at the Air Base seemed normal and he talked with everyone.

W-5 CONTRERAS explained the normal procedure for George "Sandy" WILLETT to check the plane at the beginning of the day and then come inside. W-5 CONTRERAS said WILLETT would drive his truck under the wing every morning, complete his pre-flight check-out of the airplane, park his vehicle in the front lot and come inside. W-5 CONTRERAS did not know of WILLETT allowing anyone else to fly the airplane. W-5 CONTRERAS always felt safe flying with WILLETT.

W-5 CONTRERAS received a phone call from WILLETT on the morning of September 6, 2006. W-5 CONTRERAS said WILLETT was returning a phone call and W-5 CONTRERAS advised him of the morning flight that was scheduled. W-5 CONTRERAS said that WILLETT commented that he would jump in the shower and be right in. W-5 CONTRERAS said he was at the Air Base when STONE arrived, which he approximated at a little after 9:00 a.m. W-5 CONTRERAS said he talked with STONE and exchanged pleasantries. W-5 CONTRERAS described STONE as an energetic Battalion Chief that was excited about his promotion and happy to be working so close to home.

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W-5 CONTRERAS said had to go to the main office, located further down the road prior to WILLETT's arrival. W-5 CONTRERAS said he was still at the main office when AA410 took off from the Air Base.


Joshua White
Battalion Chief

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Witness Name and Address Witness -6 W-6 Richard E. LOGAN Fenner Conservation Camp 25900 Big Rock Creek Rd Valyermo, CA 93563 [REDACTED]	Time of Interview 18:53—19:03	Date of Interview 9/8/06
	Location of Interview CDF Springville Fire Station 35659 HWY 190 Springville, CA	Present During Interview Tom Francis, CDF Investigator Ben Nunley, CDF Investigator Tape 3 Side A

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CDF Investigators Tom Francis and Ben Nunley (CDF Francis and CDF Nunley) interviewed Richard E. Logan (W-6 LOGAN) at the CDF Fire Station at 35659 HWY 190, Springville, CA on 9/8/06 between 18:53 and 19:03. The interview was recorded on Tape 3, Side A.

W-6 LOGAN stated that he is a Captain for Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563, telephone [REDACTED]

W-6 LOGAN told CDF Francis and CDF Nunley that his crew was working the Mountain Fire-day shift. W-6 LOGAN stated he overheard the IC and air attack discussing a plan of operation. According to W-6 LOGAN, the IC wanted the aircraft to check for smokes, orbit and then head down canyon. W-6 LOGAN stated that the IC thought that was a good plan.

W-6 LOGAN stated he never saw the aircraft because the tree canopy was too dense. W-6 LOGAN told CDF Francis and CDF Nunley that he could hear that, "the aircraft's motor sounded different. It powered up and then idled. It wasn't right, it didn't seem right. It wasn't running smooth, but no backfire. It sounded like an old aircraft."

W-6 LOGAN stated he couldn't estimate the altitude. The aircraft orbited twice and then headed up canyon and then became quiet.

According to W-6 LOGAN, it got quiet fast as W-6 LOGAN walked up the hill. W-6 LOGAN told CDF Francis and CDF Nunley that in about 2 to 3 minutes a female (Tulare Unit (TUU) Limited Term Captain made first report) from the Jaguar Fire said over the radio, "aircraft went down." W-6 LOGAN stated that she said this twice. W-6 LOGAN called TUU Emergency Command Center (ECC) to report the aircraft down, "Aircraft down Jaguar Incident." W-6 LOGAN guessed it went down between the Jaguar and Mountain Fires. W-6 LOGAN stated that he then started the crew toward the direction of the crash and in about 30 to 40 minutes into the hike, W-6 LOGAN stopped because someone else had found access. W-6 LOGAN stated that the crew couldn't make it to the crash site in a reasonable amount of time. W-6 LOGAN stated he then sent the crew back to the Mountain Fire.

W-6 LOGAN stated he never checked the time, but estimates the crash time between 8 and 10 AM.

Witness Name and Address Witness - 7	Time of Interview 19:22—19:29	Date of Interview 9/8/06
W-7 George NUNEZ Fenner Conservation Camp 25900 Big Rock Creek Rd Valyermo, CA 93563 [REDACTED]	Location of Interview CDF Springville Fire Station 35659 HWY 190 Springville, CA	Present During Interview Tom Francis, CDF Investigator Ben Nunley, CDF Investigator Tape 5 Side A

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CDF Investigators Tom Francis and Ben Nunley (CDF Francis and CDF Nunley) interviewed George Nunez (W-7 NUNEZ) at the CDF Fire Station at 35659 HWY 190, Springville, CA on 9/8/06 between 19:22 and 19:29. The interview was recorded on Tape 5, Side A.

W-7 NUNEZ stated that he is a Captain for Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563, telephone [REDACTED]

W-7 NUNEZ stated his crew was working with W-6 LOGAN's crew on the Mountain Fire. W-7 NUNEZ stated that he was at the top of Division C as air attack flew overhead. W-7 NUNEZ told CDF Francis and CDF Nunley that he tried to see the aircraft but couldn't. W-7 NUNEZ reportedly heard the pilot over the radio say that he couldn't see very well but there was little smoke. According to W-7 NUNEZ, the aircraft took off up canyon and then W-7 NUNEZ heard someone say "aircraft down."

W-7 NUNEZ told CDF Francis and CDF Nunley that there was silence, then W-7 NUNEZ keyed in the radio, "repeat what you said." W-7 NUNEZ stated that he got to a clearing and could see a column of smoke. W-7 NUNEZ stated he then radioed W-6 LOGAN, "Can see header to the east." W-7 NUNEZ then stated there was radio talk about when and where. W-6 LOGAN reportedly told W-7 NUNEZ to take crew back, so W-7 NUNEZ "beat feet" to engine that was pumping. W-7 NUNEZ stated he could hear W-6 LOGAN say to break the crew for 10 minutes for long hike.

W-7 NUNEZ stated he didn't look at his watch, but the crew had been working at least 1½ hours, so W-7 NUNEZ estimated the crash occurred at about 10 AM.

W-7 NUNEZ told CDF Francis and CDF Nunley that he could hear the aircraft –"it sounded low." W-7 NUNEZ stated he is used to air attack being up high. W-7 NUNEZ also stated that he doesn't know what a good engine sounds like, and that W-7 NUNEZ didn't know how many orbits the aircraft made.

W-7 NUNEZ reported To CDF Francis and CDF Nunley that inmate W-13 GRANADO didn't think the aircraft's engines sounded right.

Witness Name and Address Witness – 8	Time of Interview 19:09—19:16	Date of Interview 9/8/06
W-8 Stephen VOLMER Fenner Conservation Camp 25900 Big Rock Creek Rd Valyermo, CA 93563 [REDACTED]	Location of Interview CDF Springville Fire Station 35659 HWY 190 Springville, CA	Present During Interview Tom Francis, CDF Investigator Ben Nunley, CDF Investigator Tape 4 Side A

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CDF Investigators Tom Francis and Ben Nunley (CDF Francis and CDF Nunley) interviewed Stephen Volmer (W-8 VOLMER) at the CDF Fire Station at 35659 HWY 190, Springville, CA on 9/8/06 between 19:09 and 19:16. The interview was recorded on Tape 4, Side A.

W-8 VOLMER stated that he is a Captain for Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563; telephone [REDACTED]

W-8 VOLMER stated his crew was working with W-6 LOGAN's crew on the Mountain Fire.

W-8 VOLMER told CDF Francis and CDF Nunley that he sent the crew up the Charlie side, and W-8 VOLMER stayed near the creek at the origin. According to W-8 VOLMER, air attack orbited a few times. W-8 VOLMER stated he could hear but not see the aircraft. W-8 VOLMER stated that air attack told the IC over the radio that air attack couldn't see through the canopy, and they would fly up canyon to check on other fires.

W-8 VOLMER stated the sound dissipated as it flew out of the area. W-8 VOLMER told CDF Francis and CDF Nunley that chainsaws were too loud to pay attention to the aircraft. W-8 VOLMER stated he couldn't estimate the aircraft's altitude.

W-8 VOLMER stated he heard W-6 LOGAN's "air attack down," and W-8 VOLMER stated he never heard a "mayday" from the aircraft.

W-8 VOLMER told CDF Francis and CDF Nunley that he saw a column of smoke but couldn't estimate the location. According to W-8 VOLMER, W-7 NUNEZ's crew then hiked towards the column for about 30 minutes. W-8 VOLMER reported that he stayed at the Mountain Fire.

W-8 VOLMER estimated to CDF Francis and CDF Nunley that the crash occurred between 8:30 to 9:00 AM.

W-8 VOLMER stated he didn't think the aircraft engines sounded odd, didn't know how many times it orbited, but did hear it exit. W-8 VOLMER claimed that the crew made a lot of background noise and it was hard to hear over the chainsaws.

Witness 9: Gratian BIDART
CDF Fire Captain

Address: [REDACTED]

Phone: [REDACTED]

On Saturday, September 9, 2006 Accident Investigation Team members Josh WHITE and Rick SWAN interviewed W9 BIDART at the Porterville CDF Station. W9 BIDART said he was assigned as the day Operations for the Jaguar fire. W9 BIDART said the Jaguar fire had started on Monday and that the fire had a minimal amount of mop-up work.

W9 BIDART said he was at home when he was notified by the Emergency Command Center (ECC) and was told to report to Mountain Home Conservation Camp at 8:30 A.M. W9 BIDART said he met with W10 MUCHADO at Mountain Home Conservation Camp at 8:30 A.M., received his line assignment as Operations on the Jaguar fire and to continue mop-up operations. W9 BIDART was on the Jaguar fire with Troy CHEEK when he heard W10 MUCHADO talking with Air Attack (AA) 410 on Tac 8 (the tactical frequency). W9 BIDART said he recognized the voice of Battalion Chief (BC) STONE and was waiting for their conversation to end so he could say "hi" to BC Stone over the radio. W9 BIDART said they were "chatting for quite awhile" and BC STONE was telling W10 where he was at.

W9 BIDART said he observed AA 410 fly to the east of his location on Jaguar fire, which estimated as 100 yards to the east of them. W9 BIDART said when he saw AA 410 flying, he noticed the steep pitch of the plane and W9 BIDART used his hand as an example, and said they were going slow. When asked, W9 BIDART estimated the pitch at approximately 40 degrees, with the nose of the plane up and the tail down. W9 BIDART said it did not look right, and that it seemed it was going a little slow. W9 BIDART said he was guessing the altitude of the plane as 400 to 600 feet above the canopy.

W9 BIDART estimated that 5 to 10 seconds after BC STONE stopped talking the plane crashed. W9 BIDART said he couldn't remember if he heard the crash or people talking about the crash. W9 BIDART said he heard the three load explosions. W9 BIDART said he and Troy CHEEK ran to a small ridge and everyone was saying that the air attack was down. W9 BIDART said that CHEEK pulled out his compass and told him that it was magnetic north to the accident scene. W9 BIDART said he told CHEEK to stay on the fire and he told W25 WHIPPY to get her crew together and they were going to respond to the crash. W9 BIDART estimated it took them 8 to 10 minutes to get back to the engines and that it took approximately 20 minutes to get to the scene.

W9 BIDART said he was the first to arrive at the scene and there were some campers pointing up the hill. W9 BIDART said he had the firefighters get the medical aid gear

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and go up the hill. W9 BIDART said he saw parts of the plane and recognized that it must be the crash site.

W9 BIDART said they attempted to get into the crash site, but it was extremely hot. W9 BIDART said they began a hoselay around the fire and began extinguishing the fire around the main parts of the plane.

W9 BIDART said he saw a shirt hanging in a tree and that a number of the trees they hit had fallen over. W9 BIDART said the crash site was compact and that he expected to be more spread out.

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Witness 10: Stan MACHADO
CDF Battalion Chief

Address: [REDACTED]

Phone: [REDACTED]

On Saturday, September 9, 2006 Accident Investigation Team members Josh WHITE and Rick SWAN interviewed W10 MACHADO at the Porterville CDF Station. W10 MACHADO said he had been notified sometime around midnight of a vegetation fire in the Bear Creek drainage. W10 MACHADO said that he had responded and upon his arrival became the Incident Commander for the fire. W10 MACHADO said the fire was difficult to locate and access.

W10 MACHADO said he was contacted by BC STONE via his radio at approximately 9:00 A.M. W10 MACHADO said he thought BC STONE was either driving to the Porterville Air Attack Base or was already there when they were talking. W10 MACHADO said he discussed with BC STONE the objectives of the reconnaissance flight. W10 MACHADO said he was advised by BC STONE that AA410 would be airborne sometime after 10:00 A.M.

W10 MACHADO said he was contacted by BC STONE via the radio when AA410 was flying to the incident. W10 MACHADO said he explained to AA410 to perform a reconnaissance flight through the Bear Creek drainage to look for any fires. W10 MACHADO said that BC STONE had replied in the affirmative and understood the assignment. W10 MACHADO said BC STONE identified that they were flying over a local landmark which he identified as "Bear tree." W10 MACHADO said that BC STONE had commented on the difficulty seeing through the canopy and that they would fly "low and slow" through the drainage.

W10 MACHADO said that due to the thick canopy of the trees he was working in he never saw AA410 fly by. W10 MACHADO said he heard the sound of the engines as the aircraft flew over. SWAN provided W10 MACHADO a map of the area and asked W10 MACHADO to identify where he thought the plane had flown by based on the sounds he heard. W10 MACHADO then drew a line up the Bear Creek drainage in a southwest to northeast direction. W10 MACHADO drew the line to the east of the Mountain Fire.

W10 MACHADO said that after AA410 flew by he heard on the radio that AA410 was down. W10 MACHADO said he then contacted the Visalia Emergency Command Center (ECC) on Local net to advise that AA410 was down. W10 MACHADO said he then began to hike out from the Mountain fire and arrived at his pickup approximately 30 minutes later. W10 MACHADO said he then drove to the accident site.

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Witness Name and Address Witness -11	Time of Interview 10:00	Date of Interview 9/09/06
W-11 Gus Johnson [REDACTED] [REDACTED]	Location of Interview Residence Address	Present During Interview Ben Nunley, CDF Investigator Tape 7, Side A

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Gus Johnson (W-11 JOHNSON) at [REDACTED] telephone [REDACTED]. This was also W-11 JOHNSON's residence address. The interview occurred on 9/9/06 at 10:00 and was recorded on Tape 7 Side A.

W-11 JOHNSON stated he was a retired Battalion Chief. W-11 JOHNSON told CDF Nunley that W-11 JOHNSON worked with George "Sandy" Willett, from the time Sandy came to Porterville in 2000 until W-11 JOHNSON retired in May 2006.

W-11 JOHNSON said that Sandy had allowed W-11 JOHNSON on occasions to fly the aircraft.

W-11 JOHNSON stated he had flown the aircraft on fires that were out and only if no other aircraft was on the fire. W-11 JOHNSON said that only happened if for whatever reason they had orbited the fire for a long time.

W-11 JOHNSON said that Sandy never went "low and slow" below the minimum altitude. According to W-11 JOHNSON, if anything Sandy was always above minimum, even if looking for smokes.

W-11 JOHNSON said that Sandy was a safe pilot and that W-11 JOHNSON was comfortable flying with him.

002393

Witness Name and Address Witness -12	Time of Interview 19:41—19:49	Date of Interview 9/8/06
W-12 Anthony RENNICK CDC Sergeant Fenner Conservation Camp 25900 Big Rock Creek Rd Valyermo, CA 93563 [REDACTED]	Location of Interview CDF Springville Fire Station 35659 HWY 190 Springville, CA	Present During Interview Tom Francis, CDF Investigator Ben Nunley, CDF Investigator Tape 6 Side A

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CDF Investigators Tom Francis and Ben Nunley (CDF Francis and CDF Nunley) interviewed Anthony Rennick (W-12 RENNICK) at the CDF Fire Station at 35659 HWY 190, Springville, CA on 9/8/06 between 19:41 and 19:49. The interview was recorded on Tape 6, Side A.

W-12 RENNICK stated that he is a Sergeant for California Department for Corrections (CDC) at Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563; telephone [REDACTED]

W-12 RENNICK stated he was parked outside the Mountain Home camp smoking a cigar and saw the aircraft make two passes before the crash. W-12 RENNICK reported to CDF Francis and CDF Nunley that his vehicle was pointed northeast, the aircraft headed south and then turned right (east), looped around a second time, and then W-12 RENNICK heard it crash. W-12 RENNICK stated he observed the aircraft through a small tree opening.

W-12 RENNICK stated he heard the aircraft and the aircraft didn't have any engine problems. W-12 RENNICK stated he also heard the crash, "It was like snapping trees – no explosion – only snapping trees." W-12 RENNICK stated he was surprised it crashed because there were no apparent problems observed or heard.

W-12 RENNICK told CDF Francis and CDF Nunley that he sat another hour and drove back to camp. W-12 RENNICK stated he then saw a puff of smoke over the hill.

W-12 RENNICK estimated to CDF Francis and CDF Nunley that the aircraft was fairly high, "like 1000- 2000 feet above entrance of camp, so maybe about 7000' altitude."

Witness Name and Address Witness -12	Time of Interview 08:00	Date of Interview 9/9/06
Anthony RENNICK CDC Sergeant Fenner Conservation Camp 25900 Big Rock Creek Rd Valyermo, CA 93563 [REDACTED]	Location of Interview Mountain Home Camp	Present During Interview Ben Nunley, CDF Investigator No Tape

CDF Investigator Ben Nunley (CDF Nunley) interviewed Anthony Rennick (W-12 RENNICK) a second time (first time on 9/8/06) at the Mountain Home Camp at 45260 Bear Creek Road, Springville, CA on 9/9/06 at 08:00. The interview was not recorded on tape.

W-12 RENNICK stated that he is a Sergeant for California Department for Corrections (CDC) at Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563; telephone [REDACTED]

W-12 RENNICK pointed out to CDF Nunley where W-12 RENNICK was sitting on the morning of the crash. W-12 RENNICK's location was about 0.1 mile west of Mountain Home Camp's gate. W-12 RENNICK stated he was looking towards the camp to the east and could see the aircraft as it passed over the camp. According to W-12 RENNICK, there was a power line running northeast from the access road to the center of the camp giving W-12 RENNICK a view through the trees. W-12 RENNICK mapped the approximate flight path for CDF Nunley.

Witness Name and Address Witness –13	Time of Interview 8:45—8:51 AM	Date of Interview 9/9/06
W- 13 Freddie Granado CDC # T00813 Until 12/07 [REDACTED]	Location of Interview Near Crash Site at road. UTM 11 S 0348654 4010633	Present During Interview Tom Francis, CDF Investigator No Tape

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CDF Investigator Tom Francis (CDF Francis) interviewed Freddie Granado (W-13 GRANADO) near the crash site along the road on 9/9/06 between 08:45 and 08:51. The interview was not recorded on tape.

W-13 GRANADO was an inmate at the time of the interview at Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563, telephone [REDACTED] W-13 GRANADO's CDC number is [REDACTED] and W-13 GRANADO will be incarcerated until 12/07. CDF Francis confirmed that W-13 GRANADO worked on W-7 NUNEZ's crew.

W-13 GRANADO stated he was mopping up using hand tools only - no chainsaws. W-13 GRANADO stated to CDF Francis that the plane sounded: "crappy – awful," "like a crappy little Cessna," and "like shit, usually have strong sounding motor – this one not at all."

According to W-13 GRANADO, the aircraft made one circle and headed back north up the canyon. W-13 GRANADO stated the aircraft was not sputtering.

W-13 GRANADO stated he was shocked it was a good plane, because the plane was "loud and crappy" sounding. W-13 GRANADO stated that after it left going north about 300 – 500 yards it went quiet, "It was suddenly quiet." W-13 GRANADO stated he then heard what sounded like a tree falling, "No snapping – just thump."

W-13 GRANADO stated he never looked at the time, but estimates the crash happened between 10 -11 AM. W-13 GRANADO stated he could see the plane through a small opening, and W-13 GRANADO had never seen a scouter plane that low, about 500 feet above tree tops. W-13 GRANADO estimated to CDF Francis that the trees were about 100 – 150 feet tall.

Witness Name and Address Witness –14 W-14 Al Dominguez [REDACTED] Until 9/07 [REDACTED]	Time of Interview 8:53—8:57 AM	Date of Interview 9/9/06
	Location of Interview Near Crash Site at road. UTM 11 S 0348654 4010633	Present During Interview Tom Francis, CDF Investigator No Tape

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CDF Investigator Tom Francis (CDF Francis) interviewed Al Dominguez (W-14 DOMINGUEZ) near the crash site along the road on 9/9/06 between 08:53 and 08:57. The interview was not recorded on tape.

W-14 DOMINGUEZ was an inmate at the time of the interview at Fenner Conservation Camp: 25900 Big Rock Creek Rd, Valyermo, CA 93563, telephone [REDACTED] W-14 DOMINGUEZ stated his CDC number was [REDACTED] and that he will be incarcerated until 9/07. CDF Francis confirmed that W-14 DOMINGUEZ worked on W-7 NUNEZ's crew.

W-14 DOMINGUEZ told CDF Francis that he did not see the plane, but he heard it sputtering, "It sounded more like a chainsaw." W-14 DOMINGUEZ continued to CDF Francis that the plane did not sound right, and W-14 DOMINGUEZ stated he heard planes all the time.

According to W-14 DOMINGUEZ, once the plane cleared W-14 DOMINGUEZ it was quiet. W-14 DOMINGUEZ stated he did not hear the crash and he had no idea what time it was. W-14 DOMINGUEZ told CDF Francis that he was about 20 feet from W-13 GRANADO. W-14 DOMINGUEZ estimated to CDF Francis that the plane was going southeast but W-14 DOMINGUEZ wasn't sure.

Pollack Wayne

From: White, Josh [REDACTED]
To: Pollack Wayne
Cc: White, Josh
Subject: Witness statements for AA410
Attachments:

Sent: Tue 5/8/2007 6:26 PM

Wayne Pollack,

This is in reference to the statements of witnesses # 15 (Fred Hidalgo) and #16 (Mike Campbell). I took both of their statements in the afternoon of September 13, 2006 in the city of Visalia, California. Both witnesses were firefighters on fire engines assigned to the Jaguar Fire. As I was waiting for their transcripts to be completed prior to writing the statement narrative, this email is to serve to show that both witnesses re-affirmed those statements as given by W-9 (Bidart) and W-25 (Whippy), the company officers assigned to the same fire. Neither Witness # 15 or #16 provided any new information, nor did their statements contradict any information gathered during the course of the investigation.

If there is any further assistance I can provide, please feel free to contact me. My cell phone number is [REDACTED]

Sincerely,

Joshua White
Battalion Chief
CAL FIRE
Lassen Modoc
Fire Prevention
[REDACTED]

5/9/2007

Witness Name and Address Witness -18	Time of Interview 11:10	Date of Interview 9/10/06
W-18 Curtis Tritch [REDACTED] [REDACTED]	Location of Interview By phone to Residence	Present During Interview Ben Nunley, CDF Investigator

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Curtis Tritch (W-18 TRITCH) over the phone to W-18 TRITCH's residence on 9/10/06 at 11:10. The interview was not recorded on tape.

W-18 TRITCH stated his address and telephone number as: [REDACTED]
[REDACTED] and telephone number [REDACTED]

W-18 TRITCH told CDF Nunley that W-18 TRITCH didn't see but did hear the aircraft. W-18 TRITCH stated it sounded like a chainsaw revving up, followed by the sound of a crash, an explosion, and then the sound of a falling tree. W-18 TRITCH said that it sounded as if the noise was coming from west of his location.

W-18 TRITCH told CDF NUNLEY that he was camping at the north end of Balch County Park.

Witness Name and Address Witness - 19	Time of Interview 12:00	Date of Interview 9/12/06
W- 19 Jose Martinez US Forest Service 43477 Mountain Road 50 California Hot Springs, CA [REDACTED]	Location of Interview Same as address	Present During Interview Ben Nunley, CDF Investigator No Tape

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Jose Martinez (W-19 MARTINEZ) at the US Forest Service station located at 43477 Mountain Road 50, California Hot Springs, CA; phone [REDACTED]. The interview occurred at 12:00 on 9/12/06. The interview was not recorded on tape.

W-19 MARTINEZ said that he and his crew were on Bear Creek Road about three miles above Mountain Home Camp turnoff unloading their trucks at their assigned project. W-19 MARTINEZ said he and his crew heard the air attack orbiting. W-19 MARTINEZ said that he saw the air attack headed down canyon, in level flight, then bank to the right. W-19 MARTINEZ said that he only saw the aircraft for two seconds before it disappeared behind the trees. W-19 MARTINEZ said that he did not hear or see the aircraft again.

002405

Witness Name and Address Witness -20	Time of Interview 12:00	Date of Interview 9/08/06
W-20 Robert Smart [REDACTED] [REDACTED]	Location of Interview [REDACTED]	Present During Interview Ben Nunley, CDF Investigator Tape 1, Side A

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Robert Smart (W-20 SMART) at W-20 SMART's [REDACTED] on 9/8/06 at 12:00. The interview was recorded on Tape 1 Side A.

W-20 SMART stated his address and telephone number as: [REDACTED]
[REDACTED] telephone [REDACTED]

W-20 SMART told CDF Nunley that he did not see but did hear the aircraft make a pass over the area. W-20 SMART said that the aircraft sounded fine when it passed over his location heading south.

W-20 SMART said the aircraft returned and W-20 SMART heard the motors revved up and heard the aircraft crash. Then about three seconds later W-20 SMART stated he heard an explosion.

W-20 SMART gave his location to CDF Nunley as the third pond -Hedrick Pond area. W-20 SMART said he drove to the main pond and reported the crash via 911.

Witness Name and Address Witness –21	Time of Interview 10:41—10:55 AM	Date of Interview 9/9/06
W-21 Jose Medina [REDACTED] [REDACTED]	Location of Interview Crash Site UTM 11 S 0348666 4010701	Present During Interview Tom Francis, CDF Investigator No Tape

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CDF Investigator Tom Francis (CDF Francis) interviewed Jose Medina (W-21 MEDINA) at the crash site on 9/9/06 between 10:41 and 10:55. The interview was not recorded on tape.

W-21 MEDINA is the CDF Mountain Home Forest Manager D4105: [REDACTED]

[REDACTED] telephone [REDACTED]

W-21 MEDINA stated he was at the Mountain Home camp on his way to deliver water samples and at about 10:30 AM W-21 MEDINA heard on the radio, "Visalia – Emergency Traffic –Air Attack Down." W-21 MEDINA stated to CDF Francis that he told the people around him to be quiet. W-21 MEDINA stated he left shortly to respond. According to W-21 MEDINA, the radio gave the bearing, "North, appeared to be in Section 34 area." W-21 MEDINA stated he proceeded on in lead of Crew 4. W-21 MEDINA told CDF Francis that he reached the top of the ridge near the forest boundary and could see smoke in the western portion above headquarters, that's when W-21 MEDINA heard on the radio, "did he go down above Scior?" W-21 MEDINA stated that he responded, "Negative, above Jaguar Incident."

According to W-21 MEDINA, he gave directions to come up Bear Creek Road over the radio. W-12 MEDINA told CDF Francis that while passing through a campground someone (doesn't know who the Reporting Party (RP) was) waved W-21 MEDINA down and said he (RP) saw the plane go down between Hedrick Pond and Frazier Mill Campground.

W-21 MEDINA stated he went with Crew 4 and had the others stage at Hedrick Pond, someone (doesn't know who) found the crash site about 600 feet upslope. W-21 MEDINA stated he came in from north and east, and worked the east flank. W-21 MEDINA stated he couldn't see the crashed aircraft because of flames and smoke. W-21 MEDINA stated to CDF Francis that he left the crew and went downhill where W-21 MEDINA saw the tail section and the large down white fir.

W-21 MEDINA stated he lost track of time and didn't know when he arrived at the crash site.

Witness Name and Address Witness – 22 W-22 Clyde Slusser [REDACTED] [REDACTED] [REDACTED] home [REDACTED] work	Time of Interview 9:45—9:57 AM	Date of Interview 9/10/06
	Location of Interview Near Crash Site at road. UTM 11 S 0348654 4010633	Present During Interview Tom Francis, CDF Investigator No Tape

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CDF Investigator Tom Francis (CDF Francis) interviewed Clyde Slusser (W-22 SLUSSER) near the crash site along the road on 9/10/06 between 09:45 and 09:57. The interview was not recorded on tape.

W-22 SLUSSER is the Park Ranger at Balch County Park. W-22 SLUSSER stated his address, phone, and other identification as: [REDACTED] (Doesn't remember physical address. Lives at [REDACTED] home, [REDACTED])

W-22 SLUSSER stated that he has a scanner in the trailer. W-22 SLUSSER stated that he heard the alarm call and then drove to the crash site (stayed on road) and saw smoke. W-22 SLUSSER stated there were two campers (one in a red pickup – they'd come from Frazer Mill) along the road at the site. According to W-22 SLUSSER, when the CDF Mountain Home crews arrived, W-22 SLUSSER told the campers to leave. W-22 SLUSSER told CDF Francis that he also left to allow the crews to work.

W-22 SLUSSER stated he had come to the site to see if the campgrounds needed to be evacuated. W-22 SLUSSER stated he didn't evacuate the campgrounds, and W-22 SLUSSER just told the campers to "sit tight."

W-22 SLUSSER estimated to CDF Francis that the crash occurred between 9 to 9:30 AM, that was when W-22 SLUSSER stated he heard the scanner. W-22 SLUSSER stated he didn't see or hear the plane.

W-22 SLUSSER reported that three campers did hear but no one saw the plane. The campers personally told W-22 SLUSSER that they heard: 1. Like a chainsaw operating, then a tree falling (camper gone); 2. Like a boom (Judy Price, site 19).

W-22 SLUSSER stated that all three campers had already given statements to aviation investigators. W-22 SLUSSER told CDF Francis that he can provide names and addresses for the three campers if needed since that information was required for staying in the campground.

Witness Name and Address Witness - 23	Time of Interview 15:00	Date of Interview 9/8/06
W-23 Barbara Jean Gomez [REDACTED] [REDACTED]	Location of Interview CDF Visalia HQ Steve King's Office	Present During Interview Ben Nunley, CDF Investigator Tape 2 Side A

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Barbara Jean Gomez (W-23 GOMEZ) at: [REDACTED] telephone [REDACTED]. The interview occurred at 15:00 on 9/8/06. The interview was recorded on Tape 2 Side A.

W-23 GOMEZ is the head personnel officer at CDF Visalia headquarters (HQ). W-23 GOMEZ said that Chief Stone came into her office at about 9:05 on the morning of the crash. W-23 GOMEZ said that Chief Stone spoke with W-23 GOMEZ for a few minutes, and that it was normal for Chief Stone to stop and talk to W-23 GOMEZ when at HQ. W-23 GOMEZ said Chief Stone's mood was good and upbeat as usual.

Witness Name and Address Witness - 24	Time of Interview 15:05	Date of Interview 9/8/06
W-24 Linda A. Hefner [REDACTED] Visalia, CA 93292 [REDACTED]	Location of Interview CDF Visalia HQ Steve King's Office	Present During Interview Ben Nunley, CDF Investigator Tape 2 Side B

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CDF Investigator Ben Nunley (CDF Nunley) interviewed Linda A. Hefner (W-24 HEFNER) at: [REDACTED], Visalia, CA 93292; telephone [REDACTED]. The interview occurred at 15:05 on 9/8/06. The interview was recorded on Tape 2 Side B.

W-24 HEFNER works at CDF Visalia headquarters. W-24 HEFNER stated to CDF Nunley that Chief Stone stopped to talk to W-24 HEFNER at about 9:00 on the morning of the crash. W-24 HEFNER further stated that Chief Stone also dropped off a few documents for W-24 HEFNER. According to W-24 HEFNER, W-24 HEFNER and Chief Stone talked for a few minutes as usual when Chief Stone came to HQ. W-24 HEFNER stated that Chief Stone's mood was good as always.

Witness 25: Alicia WHIPPY
CDF Fire Captain

Address: [REDACTED]
Visalia, CA 93291

Phone: [REDACTED]

On Monday, September 11, 2006 Accident Investigation Team members Josh WHITE and Ben NUNLEY interviewed Alicia WHIPPY at the CDF Headquarters in Visalia. W-25 WHIPPY said she had been assigned to the Jaguar fire on September 6, 2006 when Air Attack (AA) 410 crashed.

W-25 WHIPPY said she was dispatched to the Jaguar fire and was told to report to Mountain Home Conservation Camp to receive her assignment. W-25 WHIPPY said she was unable to make the time frame as assigned and ended up driving directly to the Jaguar Fire. W-25 WHIPPY said she arrived near the scene of the Jaguar Fire and had the firefighters assigned to her engine take the floto-pump and extra hose to begin the mop-up operations on the fire.

W-25 WHIPPY said she had been on the fire for approximately an hour when she heard some radio traffic between W10 MUCHADO and AA 410. W-25 WHIPPY said the floto-pump as well as another pump were running and pumping water out of the crack to fill the hoselines. W-25 WHIPPY used a map that was provided to her and she marked on the map where the fire was. W-25 WHIPPY explained that after hearing the AA 410 (BC STONE) talking on the radio, she saw the plane fly over her right shoulder and was traveling to the north. W-25 WHIPPY said she was facing to the north when she saw the airplane. W-25 WHIPPY said the plane was in a left turn and appeared to be making a very sharp right turn. W-25 WHIPPY said she could see the top of the aircraft and could not see the left side of the airplane. W-25 WHIPPY said the plane was flying low, which she estimated at 400 to 500 feet. W-25 WHIPPY said she remembered thinking that she wanted to take a photo of the plane if they were going to fly by again, due to it being so close.

W-25 WHIPPY said that within seconds of AA410 flying overhead she heard a loud sound, which she said she first thought was a large snag falling in the forest. W-25 WHIPPY told her firefighters to be careful working around the large trees, and as she was talking to the firefighters she heard inmates yelling that the air attack plane was down. W-25 WHIPPY said she reported the airplane down over the radio and receiving no confirmation she repeated the alert. W-25 WHIPPY said she looked at W9 BIDART who was with Troy CHEEK, and then CHEEK turned off the pumps.

W-25 WHIPPY said CHEEK turned the pumps off and both W9 BIDART and CHEEK ran up the hill. W-25 WHIPPY said she looked at her watch and said her watch read 10:40. W-25 WHIPPY said this may have been a minute or two after AA410 went down.

W-25 WHIPPY said W9 BIDART then instructed her to gather her crew and respond to the crash. W-25 WHIPPY said she and her crew hiked out and began to follow a forester up a dirt road when she heard W9 BIDART arrive at scene on the radio. W-25 WHIPPY said she then followed W9 BIDART's directions and arrived a short time later. W-25 WHIPPY said she had her crew begin assisting with the suppression of the fire around the wreckage.