



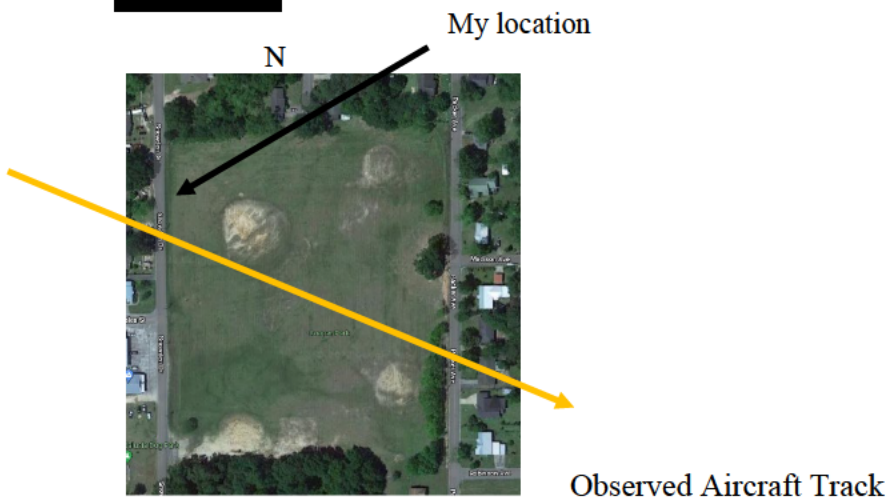
Friends of Army Aviation
Experience the Rich Heritage of Army Aviation
189 Heritage Way, Ozark AL 36360 334-445-0008
501 (C)(3) Public Education Foundation

Subject: Astar 350 Mishap Andalusia AL, 29 July 2022 Witness Statement

1 August 2022: Our organization was conducting LHFE rides from Cooper Park/Packer Field on 29 July 2022. At the time of the mishap our aircraft was static and shutdown in the LZ in the NW corner. I observed the Astar overfly our landing zone from NW to SE at approximately 300'agl at 30-40 knots and descending as it moved SE. The mishap aircraft had passed approximately 300 feet to the east of the park and at this point the nose abruptly pitched vertically upward and subsequently pulled beyond vertical back to the west. The nose tracked downward and then the aircraft leveled with the nose pointing to the south. The aircraft appeared to almost be wings level and parallel to the ground as it descended into the trees and hit the power lines. At this point the aircraft was moving westward (sideward movement) and the nose was pointed to the south. After impacting trees and wires the aircraft rolled right (westward) into the park landing in the open area on its right side. I heard a loud pop sound as the aircraft entered the trees. No post-crash fire was observed, and the engine ran for approximately one minute after ground impact with blue smoke exiting the exhaust.

John Phillips

Director of Operations
Friends of Army Aviation



I observed the helicopter fly over rather slowly in a south easterly direction. He appeared to be descending as he came over. I recall thinking he was somewhat low (just above the power lines and not much if any higher than the tallest trees that surround Packer Field. He seemed to slow down and be at almost a hover over the southern half of our LZ and closer to the center. His nose went back and forth laterally and the aircraft wobbled a bit from side to side in a rocking motion. I wondered what he was doing – was he trying to get our attention as our aircraft was on the ground? The aircraft steadied and I recall the engine revving and the aircraft accelerated forward as though he were continuing his journey. I turned away for a moment and when I looked back, he was on the far side of the tree line between the trees and Packer Ave. I could see the blades just above the treetops and descending. I remember thinking “Is he landing there??”. The nose of the aircraft was pointed south. The aircraft then came up and then backwards – the tail boom hit the power lines (big explosion sound) and then tilted or drifted to the right into the tree. (I want to say I could hear the branches cracking and breaking but I cannot swear to that.) It was coming down on its right side almost upside down until the blades hit the ground and disintegrated and the right front (almost the top) of the aircraft hit first and then fell back on its side and came to a rest. I turned away and went into our trailer for our volunteer who is a nurse.

This is the my recollection of the events on 29 July 2022. I do not recall the specific time but I do know that our last flight we had conducted took off at 1328hrs. We try to track the times that our flights take off and that is the time I entered in our spreadsheet we use for when the skids cleared the ground. They were in the air for 8-10 minutes and had been back on the ground for a good 20 minutes at least.

Karyn Kaempfer

[REDACTED]
Ozark, AL 36360
[REDACTED]

TentBoss/Secretary
Friends of Army Aviation

[REDACTED]
Ozark, AL 36360
[REDACTED]