

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 05.13.08
1. Place of accident LA CROSSE ^{AREA} ~~MUNICIPAL AIRPORT (LSE)~~ Date 05.10.08 Hour 10:00-10:30
2. Type of vehicle HELICOPTER
3. Identification of vehicle N135UW
4. What is your name CORY W. WATTS Age 21
5. Address [REDACTED] LA CROSSE WI. 54603
6. Occupation LINE SERVICE TECHNICIAN By whom employed COLGAN AIR SERVICES (CAS)
7. Where were you at the time of the accident ~~WORK~~ HOME ADDRESS/RESIDENCE
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

BEFORE ACCIDENT:

LOCATION: COLGAN AIR SERVICES - LA CROSSE, WI.

AFTER REFUELING.

CREW PLACEMENT = 1 (ONE) MEMBER IN RIGHT SEAT OF AIRCRAFT.
2 (TWO) MEMBERS IN CREW CABIN (AFT OF PILOT IN COMMAND)

AIRCRAFT PLACEMENT = AIRCRAFT NOSE INTO WIND FACING NORTH AT COLGAN AIR RAMP.

I STAYED AT (CAS) AFTER AIRCRAFT REFUELING AND BILLING OF FUEL. AFTER THE CREW EXITED THE BUILDING, THEY PROCEEDED WITH ENGINE START. I WAITED AT (CAS) UNTIL THE AIRCRAFT TOOK OFF. THE AIRCRAFT TOOK OFF ~~DOWN~~ VERTICALLY AND THEN PROCEEDED NORTH EAST/SOUTHEAST AFTER DEPARTURE FROM (LSE).

[REDACTED]
(Signature)

OVER →

NATIONAL TRANSPORTATION SAFETY BOARD
BUREAU OF ACCIDENT INVESTIGATION
WASHINGTON, D.C. 20594



POSTAGE AND FEES PAID
NATIONAL TRANSPORTATION
SAFETY BOARD

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

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FOLD HERE THEN STAPLE BEFORE MAILING

DURING THE BEGINNING OF AIRCRAFT REFUELING
TRIP A MEMBER OF THE CREW OPENED THE FUEL
ACCESS PANEL. VISUALLY I DID NOT SEE /RECOGNIZE
A FUEL CAP. WHEN I WAS FINISHED REFUELING
THE AIRCRAFT I PROCEEDED TO CLOSE THE FUEL
ACCESS PANEL. IT SHUT, BUT THE FUEL ACCESS PANEL
NEEDED TO BE LOCKED BY A MEMBER OF THE CREW
VIA KEY. I DID NOT WITNESS ANY MEMBER OF
THE CREW LOCK / SECURE THE FUEL ACCESS PANEL - AFTER REFUELING.
I DID NOT VERBALLY REMIND THE CREW / OR
REMEMBER TO INFORM THE CREW.

MODERATE* RAIN AT (KLSE).
LOW CEILING AT (KLSE.)
VISIBILITY FAIL AT (LSE.)

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Record of Telephone conversation
~~STATEMENT OF WITNESS~~

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Date 5-17-08

1. Place of accident L9 Cross, WI Date 5-10-08 Hour 10:30 PM
2. Type of vehicle EC-135
3. Identification of vehicle N135UW
4. What is your name Dennis C. Grimsd Age 59
5. Address 4915 S Howell Ave., Cudahy, WI 53110
6. Occupation Aviation Safety Insp By whom employed Federal Aviation Admin.
7. Where were you at the time of the accident _____
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

on 5-13-08 at 1135 CDT Mr. Brian Crowley [REDACTED] described this witness account of the aircraft prior to accident. AT ABOUT 2230 CDT He was at the intersection of Smith Valley Road and Neil Coulee Road, in the parking lot of the Keeskside Bar and Restaurant when he heard a helicopter passing overhead. He stated he thought it was a MEDLINK AIRCRAFT Because of its sound. He said that it was traveling at a high rate of speed, and was flying low. He commented ~~that~~ ^{to} His wife that it wasn't going to make it. (over the bluff.) He then got in the car and didn't hear the impact.

[REDACTED SIGNATURE]
 (Signature)

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STATEMENT OF WITNESS

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Date _____

1. Place of accident _____ Date _____ Hour _____

2. Type of vehicle _____

3. Identification of vehicle _____

4. What is your name Kristine Motton Age _____

5. Address [Redacted] Lacrosse, WI 54601

6. Occupation Server By whom employed Kreekside Pub + Eatery

7. Where were you at the time of the accident Inside Kreekside

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

When I left Kreekside around 10:45-11:00pm Sat. May 10th the weather was rainy + cold. There had been gusts of wind throughout the night.

[Signature]

(Signature)

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STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5-12-08

1. Place of accident _____ Date 5-10-08 Hour 10:45 pm

2. Type of vehicle helicopter

3. Identification of vehicle _____

4. What is your name Steven Dewald Age 50

5. Address [redacted], LaCrosse, WI 54601

6. Occupation Conservation Warden By whom employed State of Wisconsin

7. Where were you at the time of the accident at my home

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

I was in bed in my home but still awake when I heard an aircraft engine. I heard the engine with no fluctuation in rpm's. After about 6 or 7 seconds I heard a loud crack like an engine backfire. I listened for an impact of a plane but heard none.

[redacted]
(Signature)

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~~== STATEMENT OF WITNESS ==~~

Record of telephone Conversation

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5/13/20081. Place of accident La Crosse, WI Date 5/10/2008 Hour 22302. Type of vehicle EC-1353. Identification of vehicle N135UW4. What is your name Dennis C. Grimslid Age 595. Address 4915 S. Howell Ave., Milwaukee, WI6. Occupation Aviation Safety Insp. By whom employed Fed. Aviation Admin.

7. Where were you at the time of the accident _____

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

On 5/13/2008 at 1930, I had a conversation with Mr. Allen Jacobson, Pilot Certificate # [REDACTED], who was operating a helicopter for MEDLINK from Gunderson - Lutheran Hospital. He stated that he had departed La Crosse at 2024 enroute to an accident in Arcadia, WI. On this leg he noted fog beginning to form on the West side of the Mississippi river, and fog and scud forming on the bluff ridge tops of the bluffs to his East. On his return to La Crosse, he received a request for a flight to Winona, MN which he declined due to weather. He went on to state that ASOS weather reports for La crosse were usually better than the weather that they actually encountered. He further stated that they used weather data from Sparta/Fort McCoy, WI (CMY) and Winona, MN. (ONA) for a more accurate report. It should be noted that the flight From Arcadia, WI to La Crosse, WI terminated at 2115 CDT.


 (Signature)

May 19, 2008

To whom it may concern,

These are the flight activities on May 10, 2008 of the Mayo 2 crew as we remember them.

1. At 1942 hours we received a flight request for a flight from Arcadia Franciscan Skemp Hospital to transport a patient to LaCrosse. Enroute we were advised that our destination would be changed to Eau Claire. Enroute to Arcadia we witnessed a few lower clouds developing in the hills. We had been advised that there were multiple patients and we discussed among ourselves that if we were requested to return after dark we probably would not. We decided to expedite our ground time in Arcadia so that our return flight would be mostly during daylight hours. On the return flight to Eau Claire we encountered scattered clouds that were below our minimums. The use of NVG's on the return allowed us to see the scattered lower clouds.
2. While at Luther we were requested to return to Arcadia for another patient. We turned the flight down due to the known lower clouds between Eau Claire and Arcadia even though the current and forecasted conditions were above our minimums.
3. At 2155 we were requested to transport a patient from Eau Claire to Rochester. Flight was turned down because the Rochester's forecast was below our minimums.
4. On May 11 at 0200 hours we were requested for a scene flight in the LaCrosse area. The flight was turned down due to no improvement in the weather from the previous flight turndowns.
5. At 0304 we received a flight request to Alma Center, WI for a scene flight. Flight was accepted because the current and forecasted conditions were above our minimums. We encountered below minimum weather enroute and aborted the flight. We then completed this patient transport by ground ambulance.

Art Reeder
Drew Bestland
Dave Cullinan
