



**NATIONAL TRANSPORTATION SAFETY BOARD**  
Central Region - Denver, Colorado

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Record of Telephone Conversation

Person Interviewed: Chris Brady – -----

Date: June 9, 2008

Subject: DEN08FA101

During the telephone conversation Mr. Brady stated the following:

Saturday night or Sunday morning, between 2:45 and 3:00 he heard a helicopter fly over with a "high pitch" sound. He stated that helicopters fly over his house all of the time; however, this one woke him up, as it was loud.

He commented that the helicopter sounded like a "Hughey" and when asked to elaborate; he stated that the helicopter was slow in passing over his home; it seemed to be taking a long time to go by. He assumed that the helicopter was flying relatively low, as it was vibrating the house.

Jennifer S. Kaiser  
National Transportation Safety Board  
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Chuck Edwards  
Date: June 9, 2008  
Subject: DEN08FA101

During the telephone conversation Mr. Edwards stated the following:

Mr. Edwards works as a ranger in the area where the helicopter went down. Following the morning of the accident, he spoke with several campers who heard a helicopter in flight the night of the accident. The campers reported that they heard a helicopter fly overhead and shortly thereafter heard a large crashing noise. After the helicopter flew over, they experienced a strong smell of fuel.

They were camped at campsite 140 or 150. The camper was later identified as Andrew Foley; however, the telephone numbers left for contact are no longer active.

Jennifer S. Kaiser  
National Transportation Safety Board  
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Kenneth Cheatum – -----

Date: June 10, 2008

Subject: DEN08FA101

During the telephone conversation Mr. Cheatum stated the following:

Mr. Cheatum was tending the emergency room clerk position when he received a radio call from the accident helicopter. A female voice was placing his hospital, "Memorial Herman – Woodland" on standby for the patient. She was providing a patient assessment. During her call, he heard a male voice in the background. He could not distinguish what the male voice was saying. The call became unreadable and then did not come back.

Jennifer S. Kaiser  
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Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Steve Scroggs – -----  
Date: June 10, 2008  
Subject: DEN08FA101

During the telephone conversation Mr. Scroggs stated the following:

Mr. Scroggs is the chief pilot for Memorial Herman Life Flight out of Herman Hospital. His company accepted the transport flight from Huntsville, Texas, on June 8, 2008, at 0047. The flight departed Herman Memorial (38TE) for Huntsville approximately five minutes later. Approximately 10 miles south of Huntsville, at 0118, the flight encountered a ceiling at 700. The pilot performed a 180 degree turn, cleared the clouds, and started to climb. The flight returned to 38TE without further incidence. Upon return, the pilot entered the turndown into the weather turndown website.

Jennifer S. Kaiser  
National Transportation Safety Board  
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Bobby Wisdom – -----  
Date: June 13, 2008  
Subject: DEN08FA101

During the telephone conversation Mr. Wisdom stated the following:

Mr. Wisdom was the pilot for Memorial Herman Life Flight that accepted the patient transfer flight the morning of June 8, 2008. He recalled that he accepted the flight approximately 0100 and departed six minutes later. The weather en route to Huntsville, Texas, was VFR. Prior to his flight, the lowest weather reported for his entire flight was at Huntsville and at the time of the report, the weather was “better than 2,000 and ten.” He stated that his weather minimums for that area of flight were 1,000 and five.

He departed Memorial Herman and flew GPS direct towards Huntsville. There were no traffic or weather concerns at the time of his departure. While en route he was flying at 1,400 feet where he encountered “wispy clouds.” He descended to 1,200 feet and encountered more clouds, continued to descend, to 1,000 feet, encountered more clouds, and finally descended to 800 feet when the visibility decreased rapidly. He stated that he could see to the east but had lost his “surface light reference.” He turned immediately to the right, towards the “freeway system” and was immediately back in good weather.

He stated that the low clouds and visibility were pretty sudden and pretty dramatic. The helicopter he was flying was equipped with TAWS (Honeywell Mark 21 EPGWS), a radar altimeter, and was equipped for the use of night vision goggles. He was not using night vision goggles, nor was he issued night vision goggles for the flight.

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