

To: Ronnie Fleming

1-11-19

Helicopter Accident

I arrived at the Ponca City, OK Air Evac Base 128 at 07:13 AM. The weather was forecasted to go below our minimums about noon for at least 24 hours. I decided to relocate our helicopter, N346AE, from the Ponca City Hospital pad to the Ponca City Municipal Airport. The local weather was 3 miles and 900' BKN. I filled out my Baldwin RA listing only myself on board. Before going the aircraft, it was decided that our paramedic Chris Cangelose would fly with me to reposition to the airport.

I received a phone call from OCC concerning the temperature showing 37.9 degrees and light rain. OCC and I agreed it would be within company safety requirements to complete the 2 mile flight. I called CEN CON to file my flight plan before starting the helicopter.

Chris stood as fireguard and the startup sequence was normal. We sat running at idle for about 5 minutes for the engine oil to warm up. I then brought the engine up to full operating RPM and turned on the heat and the demister. After completing the challenge/response checklist, I did a hover check and departed on a NE heading.

I climbed up to 400' to 500' and started a right turn to a heading of 260 degrees. I tried unsuccessfully to contact CEN CON on Stillwater tower. About half way to the airport I increased the demister because both of the front windshields were fogging over. I flew straight to the south end of the airport and made a radio call on UNICOM before crossing the runway.

I hovered to the front of our hanger and turned the helicopter to face North. By this time the rain had increased and the windshields had completely fogged over. Chris stated that I was getting too close to the hanger on our left side. I was looking out the left chin bubble and hovering to the right. The area I was watching was in front of our fuel trailer which was several feet lower than where I was hovering. I felt that I was at a high enough hover to move the aircraft several feet to our right.

The right skid was too low and contacted the ground which resulted in a Dynamic

Rollover. In a very short amount of time, less than 2 seconds, the main rotor contacted the ground causing the helicopter to roll over on it's right side and turn 45 degrees to the left. After the main and tail rotor blades shredded, less than 10 seconds, I closed the fuel control valve, fuel shutoff valve, and turned off the battery switch.

The rotor blades were destroyed, the tail boom twisted, and the front of the left skid bent, but the cabin area was undamaged. Chris was able to open and climb out the left door. I unbuckled and exited out the same door. Two men that were at the airport came over to help.

After getting out of the helicopter I went inside our hanger and immediately call OCC. Their first response and everyone else I talked to was to ask if there were any injuries, thankfully that answer was "no".

Dan Hasenfratz

