

TO: Paul Anderson
FROM: Luis R. Fernandez


During the morning of October 22nd, one of the companies AW139 had an incident when repositioning from one of the Alpha pads to another.

From where I was (pilots lounge) I was able to witness part of the event.

The first thing that caught my attention was an unfamiliar noise coming from an aircraft parked on row A of the helipads, the sound was like a loud "whop, whop, whop" when I turned to check what it was, I saw a AW 139, shaking violently in a hover at about 8 to 10ft. over pad Alpha 4, then the helicopter started spinning to the left, I cannot recall how many times, but it looked like one or two, at the same time, the aircraft was going backwards on what I believe was an attempt by the crew to put the ship away from the other helicopters, when they were on the grass, they just were able to put the helicopter down in an almost controlled way, after that they shut it down and some people went to help the crew, who made it out safely, although one of them was complaining of back pain.

That's the best recall I can make from the event.

I write this paper per request of Captain Paul Anderson, Lead Pilot of Houma base.


LUIS ROBERTO FERNANDEZ
VFR CAPTAIN ERA HELICOPTERS

22 October 2012

Incident Report

Shortly before 0600 this morning, while at the front counter checking in passengers, I heard an unusual sound coming from Alpha Row. Initially it sounded like a compressor stall, but I quickly realized it sounded more like an imbalance in the rotor system. I got up to look out the back door to the Flight Line, but before I opened the door I heard someone yell, "Take Cover!", so I ducked behind the desk in the back room until I no longer heard the unusual noise. I then grabbed the Emergency Response Plan binder to initiate the Aircraft Accident/Incident Report. I called LCHOPS to tell them that we had an incident with N385RH at 0600. At that point I was aware of any serious damage or injuries to the Crew (no passengers were on board). Rebecca Wake had called 911 at the same time that I had called LCHOPS.

TJ Rohyans

I was at C-1. I heard a pulsing noise coming from 385RH and as I looked, I saw it lifting up off of the A-4 pad. It started pitching back and forth as it was backing up and lifting. A surging sound was still coming from the helicopter. After about 2 seconds of being in the air, it started to slowly spin. It was at about 20 feet off the ground. It spun around a few times. The spin did not seem to accelerate as it continued. It touched down once, bounced slightly, rotated a few degrees and touched down again and came to a rest.

Mike Laurenzi



Good Morning Paul,
Here is a brief witness statement, as requested.

I was standing on Bravo row, preflighting my aircraft. My attention was drawn by a very unusual noise, I saw a AW139 at a very high hover. At least 20ft. The AW139 spun violently to the left, and the nose appeared to drop, the aircraft spun through one full rotation, and landed during the second rotation. There was very obviously a serious flight control problem. The incident was over in a very short time, I would estimate approximately two or three seconds.

I would suggest that the pilots, performed very well to avoid any damage to persons or property around them and to keep the aircraft upright.

If there are any further questions please contact me.

Sincerely, Ed

[REDACTED]

Aircraft incident Houma Base on October 22, 2012

At approximately 0600 during morning run ups N385RH with a crew of Dustin Pugh PIC and Michael Northcutt SIC was relocating the aircraft to another pad. It was at this time that we heard a noise. I knew at this moment that something was wrong. At this time I came from behind my desk to go into the pilot computer room to find everyone rushing towards the windows. I looked outside and saw N385RH hit the ground in a hard landing. At this time I called 911 and asked a pilot to get the dispatcher TJ Rohyans to start an incident report. The 911 dispatcher dispatched fire and rescue. After ending my call with 911, I then went and unlocked the side gate to allow emergency personnel access to the flight line. By this time the crew was out of the aircraft. I checked on the PIC and found out that he was injured. I instructed him to sit and wait for the paramedics. The fire/rescue arrived at 0608. I escorted the paramedics in and gave them details of the injuries. At 0630 the ambulance departed transporting 1 pilot, Dustin Pugh. The crew of N385RH did a fantastic job of controlling the aircraft and getting it down without further damage and injury.

Rebecca Wake

Houma Base

Assistant Base Manager

10-22-2012

My account of the incident with 385RH is as follows.

After preflight my copilot and I were refueling our helicopter on the adjacent helipad when our attention was drawn to an unusual sound in the aircraft touching down next to us. I saw 385RH begin to hop vertically at a rapid rate and then ascend in the air. At approximately 30ft. the helicopter began to yaw left. I took cover behind the breezeway and then looked to see the aircraft sitting upright in the grass behind the pad they attempted to land on. After the blades stopped, local personnel secured the pilots and aircraft.

Seriously,

Travis Violette



10/22/12

Report for 385RH

I was at my aircraft at D row and happened to look up right as 385RH was ascending into the air. There was a strange sound, which made me look up. I observed the aircraft oscillating while climbing and going backwards to about 30ft.

At this point it began to spin counterclockwise while still oscillating until it hit the grass area between A and B rows. I would say it spun at least 4 times before impact. The pilots did a great job of keeping it upright. The impact collapsed the landing gear.

Paul Anderson

Houma Lead Pilot

Concerning incident ERA385RH;

I was at the door of the planning room waiting to go preflight. 5RH was conducting a power check on the pad. The front gear was off the ground. I saw the right main break ground and then touch back down. After the right main touched down the front gear came down and began to bounce off the ground. The aircraft then rapidly lifted unstably to about a 70' hover and backed off the ramp. There was a loud noise similar to a compressor stalling. The aircraft appeared very unstable and began to rotate to the left. It appeared to make about 1 ½ turns and descended from approximately 100' to the sod where it bounced and then came to rest. I heard the engines shut down a few seconds later.

Scott Guidry

VFR Captain, EC135

Fwd: N385RH Statements

Roy Brown, Brandi

Sent: Tuesday, October 23, 2012 12:37 PM

To: Poore, Alvin

Attachments: image001.png (23 KB)

Al,

Below are the statements. Please let me know if you need anything else.

Brandi

Sent from my iPhone

Begin forwarded message:

From: "Roy Brown, Brandi" <[REDACTED]>
Date: October 22, 2012, 5:45:57 PM CDT
To: "Heaslet, Joseph" <[REDACTED]>
Cc: "Wigfield, William" <[REDACTED]>, "Roy Brown, Brandi" <[REDACTED]>
Subject: Re: N385RH Statements

Thanks guys. I appreciate the quick response.

Thanks again.

Brandi

Sent from my iPhone

On Oct 22, 2012, at 5:07 PM, "Heaslet, Joseph" <[REDACTED]> wrote:

Hello Brandi,

I concur with the statement below.

Joey Heaslet
[REDACTED]

From: Wigfield, William
Sent: Monday, October 22, 2012 3:04 PM
To: Roy Brown, Brandi; Heaslet, Joseph
Subject: RE: N385RH Statements

Hi Brandi,

Yes, Joey and I were asked by maintenance to perform an ops check flight for a dampener that they serviced. Preflight and start were normal; we performed a power check on the ground then took off. We went up to 1000' and 110 knots. We did notice a slight vibration from the main rotor, which is common in the 139 when the blades are slightly out of track. We landed and shut down and we could see that 1 of the 5 blade had a slight dip in its track, which we attributed to be the cause of the vibration. Maintenance personnel met us as we landed and we informed them that the flight was satisfactory and noted the slight roughness and the blade dip. Maintenance personnel then proceeded to tow the aircraft into the hanger, I assume to perform additional work. We finished paperwork and departed the base.