

Pre-Accident Timeline (Day of accident prior to showing up at Arkansas Children's Hospital)

Date	Time	Event
March 11, 2022	2015-0141	I slept in my pilot room at Arkansas Children's Hospital (ACH) from 8:23PM until 01:51AM.
March 12, 2022	0620-0908	After my shift ended, I arrived at home, and went immediately to bed. I slept from 06:20 AM until 09:08 AM.
March 12, 2022	0910-1059	I woke up, showered, had breakfast, and walked our dog.
March 12, 2022	1100-1440	After breakfast, I went with my wife to Lowe's in West Little Rock to pick up a BBQ grill and other items for the house, and we ate at Alley Oops. We arrived home at approximately 1:15PM. We let the dog out again and I relaxed and checked emails.
March 12, 2022	1441-1554	I took a nap from 2:41PM to 3:54PM to get rested for night shift rotation. This brought my total hours of sleep in the previous 24 hour period to 8 hours, 8 minutes.
March 12, 2022	1555-1651	I got up, shaved, and put on my ACH flight suit, and my wife made me a snack for dinner to put in my bag. I continued getting ready.
March 12, 2022	1652	I missed a call from Mr. Chuck Doiron, the 0530-1730 pilot opposite my rotation.
March 12, 2022	1654	I called Mr. Doiron back, and he asked me how close I was to ACH because of a mission to Texarkana Wadley Regional Hospital that had just paged. He indicated that Mr. [REDACTED] the 6:30AM-6:30PM pilot, had already departed on a 4:15PM mission to Ft. Smith, which left Mr. Doiron limited time to complete the entire mission to Texarkana. I told him it would take me approximately 10-12 minutes to get to ACH.
March 12, 2022	1708	I arrived at the ACH parking parking lot, and started walking to the roof. I texted and called Mr. [REDACTED] (ACH Chief Pilot) to request taking the mission, as I was a few minutes early for my 1730 shift. Mr. Rushin agreed to let me take the mission.

Accident Timeline (Take-off to landing)

Date	Time	Event
March 12, 2022	1708-1732	I performed the preflight on acft LN761AF, signed off the preflight in the logbook, and checked weather and NOTAMS at Little Rock (KLIT) and Texarkana (KTXK) airports for the mission. I helped the RN (Mr. Greg Taylor) and RT (Mr. Daniel Szopinski) load the stretcher onto 761AF. I performed a final walk-around. Since it was the first flight of the day, I performed a full run-up per the ACH checklist. I mounted the blue iPad on the RAM mount to the right of the pilot's console, and selected the route "AR62 - TXARK" in ForeFlight. The Estimated Time Enroute (ETE) at 2500' MSL showed 55 minutes on both the iPad and Thales Flight Management System (FMS) in the aircraft. After getting the power control levers to the "FLY" position, I contacted ACH dispatch with the required departure call ("761AF departing ACH for Texarkana Wadley, ETE 1 hour; 3 POB - Taylor, Szopinski, Robinson; 2+45 on fuel; VFR"). I made a Little Rock helicopter traffic call on VHF frequency 123.025 (helicopter common), and then got ATIS information Bravo at KLIT. (ATIS information Bravo: Winds 330 at 03, visibility 10 miles, Skies Clear, Temperature 7, Dewpoint -12, Altimeter 30.37). I contacted Little Rock Approach Control with information Bravo, and informed them I was on the pad at Children's squawking discrete, and that I was headed to Texarkana. Little Rock Approach instructed me to "report airborne." Aircraft 761AF was pointed at approximately a 300 degree heading to the Northwest on the South pad at ACH.
March 12, 2022	1734	I took off at 1734 hours, and noted take-off time to the crew on the Inter-Com System (ICS), and climbed vertically to approximately 120' AGL off of the pad. I retracted the landing gear, and started accelerating. I started a slow turn to the left, and contacted Little Rock Approach Control and told them I was "airborne." I turned to a heading of approximately 225 degrees, and continued a climbing acceleration. I had selected 2500' MSL as my altitude on the MFD (MultiFunction Display), and upon reaching approximately 90 Knots Indicated Air Speed (KIAS), I selected "ALTPRE" (altitude preselect), "IAS" (indicated airspeed), and "NAV" (navigation) on the Sikorsky autopilot control panel. Once the autopilot engaged fully, I accelerated to approximately 120 KIAS. When the aircraft leveled off at 2500' MSL, I accelerated to 140 KIAS. The flight profile was 2,500' MSL and 140 KIAS. Little Rock Approach gave me a new transponder code (5456) and I loaded it into the Thales.
March 12, 2022	1739	I noted that the wind was calm at 2,500' MSL altitude and that conditions were near perfect for the flight. I noted 1900 lbs of fuel at 17:39 hours on my kneeboard to begin a fuel consumption check.
March 12, 2022	1749	After 10 minutes, I noted fuel of 1770 pounds. (Burn rate of 780 pounds per hour). Little Rock Approach control passed me to Memphis Center on frequency 128.475. I contacted Memphis Center and reported level at 2,500 feet.

March 12, 2022	1759	After 20 minutes, I noted fuel of 1630 pounds. (Burn rate of 810 pounds per hour). Memphis Center attempted to pass me to Ft. Worth Center on frequency 123.925. I attempted contact with no joy, and went back to Memphis Center. Memphis Center kept me for another 5-7 minutes, and I changed to frequency 123.925 and made successful contact with Fort Worth Center. I looked at TXARK landing site information and picture on the "PIG" app on the black iPad. I had never been to Texarkana Wadley helipad before.
Accident Timeline (Take-off to landing) - Continued		
Date	Time	Event
March 12, 2022	1809	After 30 minutes, I noted a fuel quantity of 1480 pounds (Burn rate of 840 pounds per hour).
March 12, 2022	approx 1815-1829 hrs	I looked at the Thales FMS for the ETE to TXARK, and saw approximately 15 minutes. I entered "/-3" into the FMS, which put a waypoint 3 miles short of the Texarkana Wadley landing pad. (I usually do this to establish a descent and deceleration point prior to the landing point to make a smooth transition from cruise flight to landing). I contacted Texarkana Wadley Regional (callsign "Control 1A" on the Statewide hospital network.) After 3 calls, I got an answer from Texarkana Wadley and I reported approximately 15 minutes inbound for landing to the helipad. At this time, Fort Worth Center contacted me and passed me to Texarkana Tower on VHF 123.875. I noted ATIS information "Hotel" on my kneeboard (Winds calm, Visibility 10 miles, Skies Clear, Temperature 9 degrees, Dew Point {unintelligible}, altimeter 30.34.) I contacted Texarkana Tower and told them I was level at 2,500 feet "with information Hotel" and that I was headed to Texarkana Wadley Regional approximately 3 miles Southwest of the airport. Tower acknowledged my call and told me to report the hospital in sight. Prior to reaching the 3-mile waypoint, I started slowing to 80 KIAS, and initiated a descent to 1500' MSL. I made a call to Texarkana Tower that the hospital was in sight. I told the flight crew that we were about 3 minutes inbound. Upon reaching 80 knots, I lowered the gear and turned on the landing lights and search light. I slowed to approximately 60 knots, and descended to about 1000'. My course inbound from AR62 to TXARK was originally 225 degrees. I remember noting that the ATIS winds were calm, and that I could land basically
March 12, 2022	1830	At about 25-30' AGL on a very slow approach to the pad, I felt/heard a "thump" in the pedals and immediately the aircraft began to vibrate. The aircraft pitched forward and rolled left. I heard the master caution "bing" and saw the yellow "TR GBOX CHIP/TR OIL TEMP HIGH" light illuminate. At this time, the aircraft began a right yaw. I instinctively lowered the collective and flew to the pad. At almost the point of landing, I pulled the collective for cushion, and the aircraft yawed right about 60 degrees as we settled on the pad. I did not feel exactly when we landed, but I had my feet pressed on the brakes to help stop the rotation. After taking one deep breath, I think I said "whew" and asked everyone if they were OK. I looked at the Power Control levers, and noted that they were in the idle position. I do not remember when I moved them from FLY to IDLE. I took another breath, and set the parking brake. I called dispatch to tell them that we were on the ground at Texarkana Wadley, and that we had a "Tail Rotor Gearbox Chip/ Tail Rotor Oil Temp High light", and that we were "grounded" or "down" (I don't remember exactly). [REDACTED] opened the cabin door and looked at the Tail rotor, and said that the blades were "black" and "not right." At the same time I was making the call to dispatch, I continued shutting down the aircraft. I noted 1230 remaining fuel, and that we had 56 minutes on the Hobbs flight meter. I completed the shutdown, engaged the rotor brake, and sat in the seat for a minute going over what had just happened.
Post- Accident Timeline		
Date	Time	Event
March 12, 2022	1831-1835	I checked on the two crewmembers and began a walk-around inspection. [REDACTED] alerted me to a mark on the top of an adjacent elevator shaft, where it appeared that we had contacted the building with the tail rotor. Mr. Taylor showed me the tail rotor. Personnel from the hospital started coming out of the roof access door to check on our condition. After about a minute, [REDACTED] made a decision to continue with their mission to prepare the patient for transport (ostensibly with an ambulance or an alternate aircraft), and they offloaded the litter and equipment. I told them that I would stay at the aircraft and start making contact with ACH leadership for further guidance.

This statement was prepared by the undersigned based off of flight notes taken during the flight and from memory. It is the best recollection I have of the accident timeline. I have not used any flight recorder or digital flight data in making this timeline. This statement is accurate and true to the best of my knowledge.

[REDACTED]

APRIL 2022