

Communication Summary

07/09/2019

Information from: Wings10 Flight Crew



Summary & Factual Information: The flight and crew members of Wings10 were asked for their recollections of their flight through UOX airspace on the day of the airplane accident. The combined recollections of pilot Mr. Bill Ogle, and his flight's medical staff Scott and Robyn, in part, was:

You all were on a Public Relations flight (Wings10 Transponder Code 0105) and about 1500 started transitioning the area near UOX. You departed Holly Springs about 1455 and landed at your facility near Baptist Memorial Hospital about 1509. A call on CTAF was made informing traffic that you all were about 12-14 miles out. Your location was also called in when you got closer to the airport. Your helicopter flight crossed midfield. The pilot of an airplane announced that the airplane was turning base to final. There was a pause between turning final and the airplane pilot indicating runway 9. You all looked for the airplane and crewmember Scott saw the airplane. The airplane pilot's voice exhibited an unsureness or distress --- not confident. The airplane was in a position where it was not a factor to your route of flight to your facility and you all pressed on with the remainder of your flight. No radio calls from the FBO at UOX were heard on the CTAF. During the remainder of your flight, there were no distress calls heard on the CTAF. About 1536, you all received a call to respond to the accident. The AWOS frequency was not listened to during the flight as the avionics gives an indication of the winds present.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator