

RECORD OF INTERVIEW

Date and time of Interview:		Place of Interview:	
10/8/2021 09:40 EDT		Conference Call	
Name/address of person interviewed:		Name/address of person conducting interview:	
Julio Rosado [REDACTED] Buffalo, NY 14225		Robert M. Cunningham, ASI [REDACTED] Penn Yan, NY 14527	
Phone: [REDACTED]		Phone: [REDACTED]	
Home:		Home:	
Work:		Work:	
Mobile:		Mobile:	
Reason for Interview: Post Accident Interview			
Other persons present			
Name: Shelley Sailer, ASI	Address: [REDACTED], Suite 110 Rochester, NY 14624	Phone: [REDACTED]	
Name:	Address:	Phone:	
Name:	Address:	Phone:	

Did witness identify any additional witnesses that should be interviewed? If so, specify names and phone numbers.

Yes – 3 flight nurses. Information provided by operator.

Did witness identify any documents or other evidence that may be pertinent to this case? If so, where is it located?

No

Does person interviewed have any specialized knowledge pertinent to the subject of the interview?

Yes – Mr. Rosado has over 30 years of experience as a helicopter pilot, 5 years with Mercy Flight.

Remarks:

Mr. Rosado showed a cooperative and compliant attitude during this investigation. He recognized and admitted to his mistakes.

Event occurred during night shift – scene call to pick up medivac patient. Weather at the time of departure from base was VFR. Landed at Strong helipad to drop off patient. Reposition back to KGVQ. All 3 legs conducted under VFR, night – NVGs.

Weather checked prior to departure from GVQ – VFR with no fog reported or in the forecast. Temperature/dew-point spread was very close. He is very experienced and familiar with the area and typical fall weather conditions. He had cancelled a flight earlier in the week due to fog.

Last leg – Strong Helipad back to KGVQ, night VFR with NVGs. Flight following with ROC approach. Several crewmembers noticed patches of fog along the way and discussed it over intercom. After GVQ was in sight, he terminated radar services and self-vectored for a practice RNAV-28 LPV approach, under VFR. Autopilot coupled – 4 axis, runway and lighting was in sight all the way down the glideslope. Did not notice the fog thru the goggles.

At about 200 feet, he inadvertently entered a fog bank and lost visual reference to the runway. He attempted a climbing right turn to exit the fog, but forgot to totally de-couple the autopilot. He was able to momentarily climb above the fog, but was fighting the autopilot for control, and the aircraft descended back down into the fog bank, while drifting north. During the attempted go-around, he made a radio call announcing the loss of visuals. Helicopter did not seem to be climbing as he pulled in collective. He managed to keep the aircraft level, and about 45 seconds later he impacted the ground, bounced, turned to the right and tried to climb, but was unable to and impacted the ground a second time, collapsing the skids.

Performed an emergency shut down and evacuated the aircraft. Called for emergency services.

Normal work schedule – 8pm – 8am
First flight of the day for him.

Woke up around 5pm after good night's rest.

Preflight planning:

First preflight: check weather, check schedule, daily form for crew, get NVG for crew, report weather (green, red) to comm center, preflight the aircraft, adjust altimeter setting for GVQ (920 MSL), wait for the call.

3 flight nurses - One is her first flight

Julio puts in 200' for the DH for the airport height – he doesn't recall his altitude when he decided to go around when he entered heavy fog.

Did not look under NVG - In training – not normal to look under NVGs, happened fast, thick fog

Weather briefing:

When he took off from strong – beautiful clear night. He didn't recheck the weather from Strong Helipad because it was clear. Uses skyvector, weather from HEMS.

Rochester reported winds, etc.

Did not look at the T/D spread

Practice coupled approached to minimums – with GS

Fighting for the trim release.

Fighting for the controls - Battling the autopilot

He recognizes – he didn't de couple immediately. Didn't de couple the power.

Retired from Puerto Rico PD – flown for 5 years at MFW

Verified currency requirements were met.

Interviewer Signature FAA Office File Number Date

EA-23, Rochester, NY

**Robert M
Cunningham** Digitally signed by
Robert M Cunningham
Date: 2021.10.27
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