



Aviation Investigation Preliminary Report

Location:	Hydro, OK	Accident Number:	CEN24FA094
Date & Time:	January 20, 2024, 23:23 Local	Registration:	N295AE
Aircraft:	Bell 206	Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Discretionary)		

On January 20, 2024, about 2323 central standard time, a Bell 206L-3 helicopter, N295AE, was substantially damaged when it was involved in an accident near Hydro, Oklahoma. The pilot, flight nurse, and flight paramedic were fatally injured. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 135 positioning flight.

The helicopter dropped off a patient at the Mercy Health Center Heliport (OL16), Oklahoma City, Oklahoma, and the crew was returning to their home base, Air Evac 112 Heliport (40K1), Weatherford, Oklahoma. The company GPS monitoring program stopped tracking the helicopter about 2330 and a search began for the helicopter. The wreckage was located in an open pasture about 1.5 miles east of Hydro, Oklahoma.

A preliminary review of Automatic Dependent Surveillance–Broadcast (ADS-B) data captured the accident flight as it departed OL16 and flew west towards Weatherford between 500 ft and 600 ft above ground level and about 110 knots groundspeed. The last ADS-B point was at 2323:39 about 210 ft east of the main wreckage location.

The carcasses of several geese were located in the debris field as well as one embedded in a flight control servo. Samples of the geese feathers were recovered for more detailed identification.

All major components of the helicopter were located at the accident site. The main wreckage consisted of the fuselage, engine, and tail rotor. The transmission had separated from the fuselage and was located at the site. The white main rotor blade was fractured found in an adjacent field. The red main rotor blade was also fractured and found near the main rotor hub. The mast nut had separated and was located in the debris field.



Figure 1. ADS-B Flight Track with Wreckage and Bird Locations

The helicopter was retained for further examination.

A review of the US Air Force's Avian Hazard Advisory System found the probability of bird activity "low" in the vicinity of the accident.

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N295AE
Model/Series:	206 L3	Aircraft Category:	Helicopter
Amateur Built:			
Operator:	AIR EVAC EMS INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Designator Code:	EVCA		

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Night
Observation Facility, Elevation:	KOJA,1605 ft msl	Observation Time:	23:35 Local
Distance from Accident Site:	5 Nautical Miles	Temperature/Dew Point:	-7°C /-14°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	7 knots / , 160°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.39 inches Hg	Type of Flight Plan Filed:	Company VFR
Departure Point:	Oklahoma City, OK (OL16)	Destination:	Weatherford, OK (4OK1)

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	35.54926,-98.551756 (est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Laurence Schreiber; FAA FSDO; Oklahoma City, OK Helen Tsai; Canada TSB Mark Stutzner; Bell Helicopters; Fort Worth, TX Jack Johnson; Rolls-Royce Engines; Indianapolis, IN Tony Bonham; Air Evac Lifeteam; O'Fallon, MO Michael Giovannini; Air Evac Lifeteam; O'Fallon, MO
Investigation Class:	Class 3
Note:	