



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: March 25, 2015
Person Contacted: Collin Foppe
NTSB Accident Number: CEN15FA164

Narrative:

During a telephone conversation, Collin Foppe stated that had flown in a Eurocopter "a handful of times." Flying into St Louis University Hospital helipad (MO55) "is not the hardest pad but it's a difficult pad especially when the winds are at different angles and you have a lot of mechanical turbulence." The winds come around the building and can create a tailwind. Obstructions to the pad are the elevator shaft and buildings surround the pad. He takes new hire helicopter pilots and shows them the mechanical turbulence associated during flight training. He said that if "don't get set up at the right altitude and closure rate" for at MO55, you can "find yourself in a bad situation." He said the Baris hospital is "definitely more difficult to get into the MO55; you can have a headwind one minute and have a tailwind the next minute." He flies a Bell 206, which he said is not as strong as a Eurocopter 130 tailrotor. You can get into loss of tail rotor effectiveness approaching the wrong way during landing. His personal wind limitations are 25 knots with a gust spread of 10-12 knots. He feels "comfortable" with "steady winds of 25 knots." He said the Cardinal Glenn hospital had a ground based helipad and using a ground pad required an arrangement to be made to transport a patient via an ambulance to the ground pad.

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Air Safety Investigator
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