

Ed Stockhausen

From: Jacob Moore [REDACTED] on behalf of Jacob Moore
Sent: Wednesday, July 29, 2020 11:04 AM
To: Brian Bihler; [REDACTED]
Cc: Peter Augustus; [REDACTED]
Subject: NTSB Statement

Date: 07/04/2020
Time: 1357 Local
Aircraft : N263MH
Location: BJJ
Manifest: #269903
Pilot on the controls : Jacob Moore
Pilot not on the controls: Scott Wiseman
Medical Crew: Kevin Quick, Tim Petrie

Life flight 3 received a call for Oberlin Scene at 1351 local. I began my walk around, unplugged the aircraft, continued walkaround and started the aircraft. The rest of the crew boarded the aircraft and began the takeoff sequence moments later. After coming to a hover, the aircraft was slid right to clear the dolly. The aircraft was hovered and turned right to clear any traffic at BJJ. Almost immediately upon beginning a normal forward takeoff over tall grass, a large piece of erosion fabric was blown up and immediately pulled through the main rotor system. An intense and violent vibration was felt by all crew and I immediately landed in the dirt construction area at BJJ airport. The aircraft was shutdown immediately after coming to a full stop. The crew exited the aircraft after the rotors had come to a complete stop.

Upon exiting the aircraft, the crew saw that the skids were collapsed during the landing. All crew members self assessed for injuries and none were noted at the time.

Dispatch was notified and the PAIP was activated. Statements were taken by local and state police from both pilots. The aircraft was roped off and remained undisturbed.

Jacob Moore
[REDACTED]

Ed Stockhausen

From: Brian Bihler [REDACTED] on behalf of Brian Bihler
Sent: Friday, July 17, 2020 10:46 AM
To: Ed Stockhausen
Subject: FW: N263MH July 4th Statement

Follow Up Flag: Follow up
Flag Status: Flagged

Best regards,

Brian Bihler | Director of Operations
Metro Aviation, Inc.
P.O. Box 7008 | Shreveport, LA 71137
[REDACTED] | www.metroaviation.com

From: Scott Wiseman [REDACTED]
Sent: Thursday, July 16, 2020 10:05 PM
To: Brian Bihler [REDACTED]
Subject: N263MH July 4th Statement

Life Flight 3 a Metro Health helicopter program operated by Metro Aviation, located at Wayne County Airport, KBJJ, received a call for Oberlin Scene at 1351 local time. The flying pilot began his walk around, unplugged the aircraft, continued the walkaround and started the aircraft. The rest of the crew boarded the aircraft and began the takeoff sequence moments later. After coming to a hover, the aircraft slid right to clear the dolly. The aircraft was hovered and turned right making a clearing turn checking for any traffic in the pattern. Almost immediately after beginning a normal forward takeoff over tall grass, an approximately 35 foot piece of silt construction fabric was blown up and immediately pulled through the main and tail rotor systems. An intense and violent vibration was felt by all crew members and the pilot on the controls immediately landed in the dirt construction area at the Wayne County Airport. The aircraft was shut down upon landing. The crew exited the aircraft after the rotors had come to a complete stop. Upon exiting the aircraft, the crew saw that the skids had collapsed during the landing. All crew members self assessed for injuries and none were noted at the time. Dispatch was notified and the PAIP was activated. Statements were taken by local and state police from the pilots. The aircraft was roped off and remained undisturbed.

Scott Wiseman



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Title: Senior Aviation Accident Investigator
Region: Central

Date: 4 August, 2020
Person Contacted: Jacob Moore
NTSB Accident Number: CEN20LA264

Narrative:

On July 4, 2020, about 1400 eastern daylight time, an Airbus Helicopters EC145, N263MH, sustained substantial damage during a forced landing after a construction silt fence became entangled in the main and tail rotor blades. The flight was being operated by Metro Aviation Inc. Mr. Moore was one of the two pilots on board the helicopter at the time of the accident.

Mr. Moore stated that he did not remember seeing the construction fencing prior to the accident, but he had flown over that area s many times, he just did not take notice of it as a factor. He stated that upon liftoff and forward movement, he saw it balloon a split second before it blew up into the air and became tangled in the blades.

He stated that orange barriers are also located on the airport that would normally be filled with water, but they would leak and blow around, which is why they elected to fly over the grass.

END OF INTERVIEW



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Mr. Moore stated that the construction at the airport began about two months prior to the accident and that was about the time the silt fencing was installed. After installation he walked over to inspect it and saw that it was buried about 4 – 6 inches in the ground and attached to wooden stakes with staples and nails. He said that he “never imagined it would come out at that altitude.”

When asked about a cell phone that was present, he stated that since it was a scene call, the phone was being used only for obtaining and verifying the coordinates and he was not actively looking at the phone during the takeoff.

END OF INTERVIEW