

MediFlight 5 flight number 21-030022

Shift started off with normal brief. During brief PIC (Ben Walker) discussed with the weather and put much emphasis on the winds and advising, we are really going to have to watch the winds tonight. We received a flight request shortly after 19:00 for Wagoner Hospital. This location is outside of our normal service area, not a location any of the 3 crew members have flown into and extra planning was made for the extended duration flight. Crew was advised that flight had been turned down by 2 other bases for, "Nurse has a headache" and "Base has no water so they are unable to decon." MediFlight 5 knew of no reason to decline the flight and accepted.

Departed Stillwater Medical Center and repositioned to Stillwater Airport for additional fuel and then departed to Wagoner community hospital. During flight PIC displayed times of erratic radio traffic and confusion on what he was attempting to get across or trying to communicate along with who he thought or needed to be or was talking to.

We arrived at Wagoner and crew made patient contact. Patient was loaded and we departed Wagoner without incident. Flight to St. Francis was what I would consider routine with no issues or anything out of the ordinary. No issues during cruise flight. Upon coming into final PIC advised that a medflight helicopter may be on the pad at st. francis. Crew advised PIC that St. Francis had 2 pads and provided LZ information to PIC. Upon approaching St. Francis helipad PIC advised that it appeared that there were no other aircraft on the pad. After making a single recon orbit it was determined that one pad was occupied and MediFlight 5 would have to land at far rooftop pad adjacent to a bell 407 currently on the near pad. Upon coming into landing PIC mentioned strong winds on the roof. While attempting to land and hovering he moved the nose forward, then back, nose left, then back right with minor adjustments in altitude and landing presented with challenges or difficulty bringing the helicopter into the designated landing area. Patient was unloaded without incident.

Upon departing st. francis PIC advised that he felt heavy gusts were coming off the side of the building and again voiced his concerns about the wind. We continued on flight path to Riverside airport with the intention of landing at Christianson jet center for refuel. Upon entering approach PIC lined up with taxi way Alpha with tailwind/upwind. During final descent towards the end of taxi way A about 400 yards north of the LZ we slowed down, the nose began to come left tail right and PIC stated something in the form of, or what I thought was "there's those winds." At this time it was a slower what felt more controlled turn and I thought or assumed the PIC was turning the aircraft 180 to place the aircraft into the wind and go around for another approach. Speed of our left turn greatly increased and aircraft completed a full 360 rotation. At this time rate of spin greatly increased and crew became aware that PIC had lost control of the aircraft and we were in an uncontrolled spin. The aircraft spun 360 degrees counterclockwise an unknown number of times but would estimate 5-7 with each spin moving closer to the ground. The aircraft made contact with the ground and bounced back up, made contact with the ground again, spun around 1 ½ - 2 times, then went off the taxiway into the grass. At this time the spin stopped and the aircraft slid sideways for a couple of feet and came to a stop. Upon the aircraft being still with no further movement the PIC elected to forgo emergency shutdown procedures and perform a routine shutdown of the aircraft. Upon shutting down the aircraft I exited and went around the front of the nose to the left side to stop 2 people I saw running towards the aircraft. Aircraft was shut down completely and damage assessed.