

Event Description:

After departing local hospital in Tulsa (Saint Francis) at night, pilot flew to nearby airport (Richard Lloyd Jones JR, KRVS) that was approximately five miles to the southwest. Winds had been reported from north to northeast at less than 10 knots (KRVS 010/07). Approaching the airfield, no traffic was reporting or visible in pattern. Pilot decided to make an approach perpendicular to the runways with the intended hovering spot at the intersection of taxiways A and A4. The pilot did not notice any negative wind effects from the right crosswind during the descent. At the intersection point, pilot initiated a slow left turn in order to proceed south on taxiway A toward the ramp with the helicopter landing spot and fuel truck. It was during this turn that pilot detected an increase in counterclockwise rotation and alerted the aircrew that tail was going through the wind. Pilot attempted to follow turn to allow the helicopter's nose to realign into the wind from the north-northeast. Almost immediately, a second more rapid counterclockwise rotation occurred which the pilot was unable to timely react to and resulted in at least two full spins before pilot detected a landing skid striking the taxiway. Pilot lowered collective while attempting to reduce the throttle to flight idle speed and keep level rotor path in order to avoid dynamic rollover. The aircraft did continue its spinning motion on taxiway A until the aircraft departed the taxiway onto the grass to the southwest of the intersection of taxiway A and taxiway BB. Now, the aircraft had experienced a hard landing with ELT being triggered. Pilot was able to conduct a normal shutdown afterwards and confirmed that all aircrew were unharmed. Upon exiting aircraft and inspecting for damage, both OCC and AIRCOM were notified of the incident.