

I walked in at 5:25 a.m. and sat in on the safety meeting at 5:30 a.m. I looked through my aircraft logbook and continued to the aircraft to perform my preflight. I did my engine rinse and then went back into the building to find out if there were any flights for my contract. There was a flight to MC194 and then to EW873 with 2 passengers and cargo. I grabbed my manifest, my passengers, and cargo and head out to the aircraft. As we were walking I gave an abbreviated safety brief because I am familiar with these passengers. I walked them to the cargo compartment where they loaded their own luggage and I loaded the cargo. They got into the back of the aircraft, put on their life vests and fastened their seatbelts. As they were getting adjusted, I did my final walk around of the aircraft before putting on my own life vest and getting in my seat. I performed the startup procedure as per the checklist and began the engine dry cycle. I added my flight plan into the GPS and then I made my first call over to Broussard to file a Local with Ops for the purpose of getting fuel over at Perry Flying Center. Then, my second call was made to the CTAF frequency for KPTN on 122.80 that I would be picking up from the Delta 3 spot to reposition to the RLC fly way. I picked up from the spot and backed up slightly, and as I began my pedal turn to back away, I felt a strong jolt to the left. At first, I believed it to be a compressor stall, and as I continued to spin I then thought stuck pedals. So, I immediately lowered the collective and retracted the throttle to idle. I continued to keep the collective lowered until contact with the ground was made. I knew that our impact was not going to be soft and I thought that attempting to cushion the landing may cause a skid to catch and result in a roll over. My intention was to stay upright, and because the ditch I was over is uneven I thought by planting the back of the aircraft in the ditch the force of the spinning would not cause us to flip. I then cut the throttle off after landing. I then turned off all fuel (boost pumps and valve) and pulled the rotor brake until the blades stopped spinning. After, I turned the battery off and saw afterwards that the helicopter directly behind mine had a damaged main rotor blade. I then realized that my helicopter had made contact with the other helicopter's blade. I immediately turned around to my passengers to check on their well-being. My aircraft was approached by Ben Bomar, Jim Mabrey, and Aaron Baird and helped my passengers out of the aircraft and then tended to me. Aaron and Jim helped me out of the aircraft and Jim brought me back to the building with my passengers behind us. I continued to ask how my passengers were doing and Jim looked back to ensure that they were ok. Then Shaun Carhart brought me into a room to decompress. I was instructed to contact Troy Bush as soon as I was composed. I was told again by Shaun that my passengers are ok.

Time of Incident: 6:55 a.m. Central

Date of Incident: 9/25/21

Signature (Pilot):

A black rectangular box redacting the signature of the pilot.