



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: December 1, 2022

Subject: CEN22FA053

Contact: Tomas Henke - Student Pilot

Tomas is a student pilot, who is attending a university in Utah, and is studying aviation. Tomas is the son of the pilot, Jeffrey Henke. Jeffrey worked fulltime as a 14 CFR Part 135 helicopter air ambulance pilot. Jeffrey also did parttime ranching. Jeffrey owned the accident helicopter (N59600 - Bell 206B) and would perform 14 CFR Part 137 seasonal aerial application work in it.

Tomas provided information on the activities on his father several days leading up to the accident date.

1. Thursday, November 25, 2021. Jeffrey spent the day with family, as this was Thanksgiving. Jeffrey did no flying activities that day. Jeffrey appeared to be his normal self that day.
2. Friday, November 26, 2021. Jeffrey spent the day with family. Jeffrey did no flying activities that day. Jeffrey appeared to be his normal self that day.
3. Saturday, November 27, 2021. Jeffrey spent the day with family. Jeffrey was his girlfriend that day, Jayna Jarret. Jeffrey did no flying activities that day. Jeffrey appeared to be his normal self that day.
4. Sunday, November 28, 2021 (the date of the accident). Jeffrey was performing ranching activities during the day on his property. Jeffrey appeared to be his normal self that day. Jeffrey decided to go for a local area flight with Tomas that day, around 1600 local time.

Jeffrey pre-flighted the helicopter around 1530 local time. Nothing abnormal was noticed during the preflight. During the preflight, an additional set of flight controls

was installed in the helicopter by Jeffrey for the flight. The helicopter is kept on Jeffery's property in a barn-type building. The helicopter departed about 1600 local time with about 50 gallons of fuel onboard, and when the accident occurred there was about 25 gallons of fuel onboard.

For the flight, both front doors were installed. No one did any filming during the flight. Jeffrey had on a flight helmet, but the flight helmet did not have a tinted visor and he did not have on sunglasses. Tomas had on a headset, but he did not have on sunglasses. Both occupants used a four-point restraint system during the flight. The rear of the helicopter was empty, as there were no seats installed. Tomas reported the weather conditions for the flight were no wind, no turbulence, and clear visibility.

After departing from the property, Jeffrey and Tomas flew to the Perry Municipal Airport (F22), Perry, OK. Jeffrey flew three traffic pattern flight and was performing basic flight maneuvers. After the three traffic pattern flights, Jeffrey departed the airport and flew to the west of I-35. During the flight time prior to flying west of I-35, everything appeared normal with the helicopter.

Jeffrey flew to the west of I-35 over ranching property to demonstrate to Tomas how he performed his 14 CFR 137 low-level aerial application flights in the helicopter. Tomas reported the setting sun was in both of their eyes during this timeframe.

Jeffrey performed several low-level east to west maneuvers and he was demonstrating the use of the SATLOC system to Tomas. During these maneuvers, the helicopter was about 15 feet above ground level (agl) and was traveling about 60 knots airspeed. During a pass to the east, they both observed a coyote in a large field. The coyote was in tall grass, just to the south of the fence that the helicopter came to rest just prior to. Jeffrey performed a right pedal turn to get a better look at the coyote.

Jeffery maneuvered the helicopter to an in-ground effect hover over the tall grass, facing to the south, about 40 feet agl, and the two occupants were looking at the coyote. The helicopter then immediately began an uncontrolled left roll. Tomas was not on the flight controls when the uncontrolled left roll occurred, as he was not able to determine if it was a flight control issue or not. Jeffrey did not announce anything during this time regarding what he thought was going on with the helicopter. The helicopter did not spin. Tomas did not recall any main rotor blade ground strikes prior to impacting terrain. There were no vibrations emitted from the helicopter and no alarms or warning lights came on during this period.

The helicopter impacted a grass field. The grass around the helicopter instantly caught on fire after the impact. About five minutes later, the wreckage caught on fire. Tomas,

who sustained serious injuries during the impact sequence, extracted himself and his father away from the wreckage. Jeffrey was deceased from the impact when Tomas extracted him from the wreckage. Tomas called 911 from his cellular phone and first responders came to the accident site. Tomas was unsure if an emergency locator transmitter was installed in the helicopter.

The NTSB provided two Google Earth print outs and Tomas used a marker to draw the route of flight from the airport to the accident site.

Tomas said he would look for the helicopter airframe and engine maintenance records to supply to the NTSB.

Nothing Follows



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Office of Aviation Safety, Central Regional Office

Date: February 11, 2022

Subject: CEN22FA053

Contact: Tomas Henke - Student Pilot

Tomas couldn't tell what the cyclic positions (if they both went to the left, if just one went to the left, if one was stationary, etc.) were during the uncommanded left roll. The accident sequence happened very fast. Tomas was not hands on with the flight controls during the accident sequence.

Tomas does not know if any hydraulic fluid was added during any time before the accident flight.

Tomas found some older helicopter airframe and engine maintenance records, but they were all waterlogged and unable to be read. Tomas will continue looking and will let the NTSB know if he finds additional helicopter airframe and engine maintenance records.

Nothing Follows

Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: January 6, 2022

Subject: CEN22FA053

Contact: Jayna Jarret - Girlfriend of the accident pilot, Jeffrey Henke

Jayna was the girlfriend of the accident pilot, Jeffrey Henke. Jayne works as a nurse, and she lived with Jeffrey. Jeffrey worked fulltime as a 14 CFR Part 135 helicopter air ambulance pilot. Jeffrey also did parttime ranching. Jeffrey owned the accident helicopter (N59600 - Bell 206B) and would perform 14 CFR Part 137 seasonal aerial application work in it. The helicopter was kept in a barn on Jeffrey's property in Perry, OK.

Jayna provided information on the activities on Jeffery several days leading up to the accident date.

1. Thursday, November 25, 2021. Jeffrey was performing ranching activities during the day on his property. Jeffery appeared to be his normal self that day.
2. Friday, November 26, 2021. Jeffrey was performing ranching activities during the day on his property. Jeffery appeared to be his normal self that day.
3. Saturday, November 27, 2021. Jeffrey was performing ranching activities during the day on his property. Jeffery appeared to be his normal self that day.
4. Sunday, November 28, 2021 (the date of the accident). Jeffrey was performing ranching activities during the day on his property. Jeffrey appeared to be his normal self that day. Jeffrey decided to go for a local area flight with his son, Tomas Henke, that day. Tomas is a student pilot, who is currently learning to fly helicopters.

Jeffrey would occasionally use Motrin and Tylenol. Jeffrey would occasionally drink an alcoholic beverage. Jeffery used chewing tobacco frequently. Jeffrey would have a few cups of coffee every morning.

Jeffrey might have an occasional soda in the afternoon. Jeffrey had no issues with sleep or fatigue.

Jeffrey had no major medical issues that affected his life. He had arthritis. He had previous surgeries on his back, knee, and hip.

Jeffrey had no recent major stress events in his life.

Jeffrey never mentioned any concerns with flying or the helicopter.

Jayna flew with Jeffery in the helicopter about 1.5 weeks prior to the accident occurring. Jeffrey took her on an aerial application flight in the local area, to spray several crop fields. Jeffrey was the only pilot with his aerial application business, but sometimes his family members would drive the support trucks to help.

Jeffrey was the only one would install and then remove the copilot cyclic stick in the helicopter. Jeffery would install the copilot cyclic if he was going to fly with his son, and then he would later remove it.

Jayna was not sure where Jeffrey kept the helicopter maintenance records.

Nothing Follows