

Greetings

The following will describe the sequence of events that did take place in flight # 22-27881 after completing the patient drop at the hospital and proceeding back to Searcy, Fuel 6 for refueling.

All the events are recalled to my best of my memory and what I thought at that fast time that did happen, and what is best to do for the safety of the occupants.

We reached the landing area and we did our reconnaissance and we turned to land in to wind after landing we adjusted our landing to the back to reach the fuel then as I was about to land somehow I thought I was underground resonance that the aircraft did landed in some kind of a slope then I proceeded to adjust and the aircraft acted in a way that was different like we were underground resonance again, my first thought that we did bend a skid , then my instinct kicked in and I kept adjusting a neutral horizontal main disk attitude then I started while the air craft moving sloppy also there was an issue that morning taking with the night pilot that there is a strange sound when moving the cyclic witch did make me think that there is a control problem ,to figure out what is going on till I heard a strange sound then my second thought was a transmission seizure taking place after that ,then another sound came on and that's when all was in my mind that this aircraft should be off and on the ground immediately for the safety of every one so I proceeded to switch the throttle and everything off while controlling the attitude of the aircraft and applying rotor brake , then I did get out of the aircraft and examined it and told the crew its secure for them now to exit, my first concern was the skids and as I looked at them they were bend and that's when my first thought was some how kind valid, then as I walked around then I did see the tail rotor and trying to figure out what did happen , then I did see an electrical box around that have a dint on it , witch did make me have another thought is did we fall under a Control problem or a bend skid fooled by ground resonance , or some how our first emergency did lead us backwards from our intending landing to the electric box that did hit the tail rotor, and after that I proceeded to call the operation and told them of our situation and that everyone is safe and the helicopter is secured but it needs to be shipped to the maintenance as soon as we can , and did have calls from the chef pilot and the director of operation, and others checking on our safety and I told them what I thought at that time what did happen .

What did happen it was fast and the air craft last position after the emergency is different then the intending landing area, there is a lot of thoughts on my mind about what did happen and explanations, but eventually I am happy that my crew is safe and sad about the whole situation that did take place,

Best regards

Al Habahbeh

