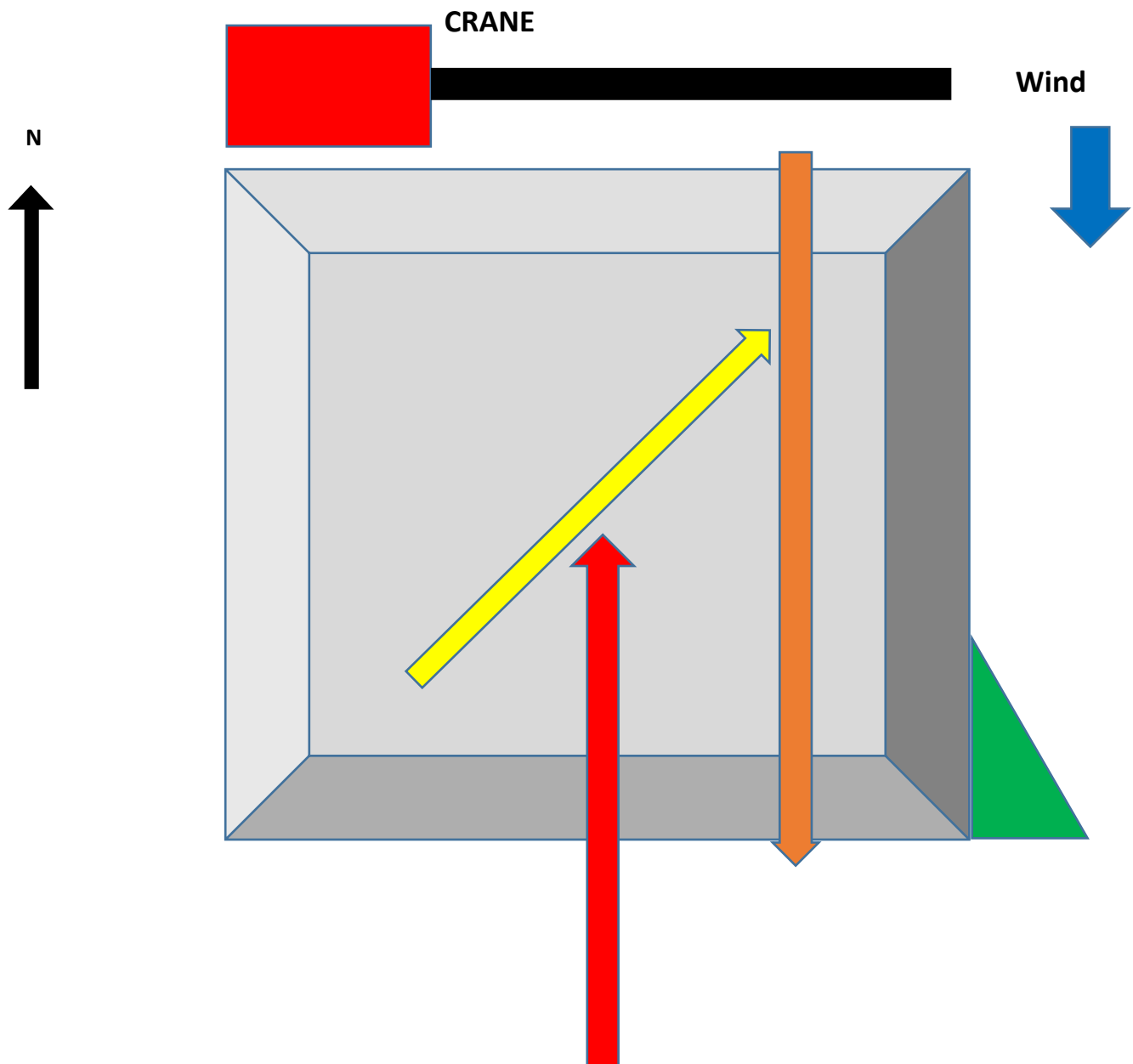


FAA diagram of the accident platform



RED- Approach Path of helicopter during landing phase.

Yellow- Position of aircraft pilot elected for sit-down to put the stairs (labeled in Green) off the right side of the helicopter.

Orange- Direction helicopter drifted once pick up began from helipad.

In my most recent conversation with Chief Pilot Troy Bush, Rotorcraft Leasing Company (RLC), he explained the pilot made his approach from the South and terminated to a hover, rotated the nose around 45 degrees to his right putting the stairs to the helipad off the right hand side of the aircraft's nose. This is done to give passengers access to the stairs without having to go near the tail-rotor. Upon pick up, the wind would have been hitting the left side of the fuselage pushing it in the direction of the stairs and where damage to the skirting is visible in the photos. Troy believes that contact was made with the Platform on the Right AFT portion of the side. This would seem to make sense, seeing that Translating Tendency and the winds out of the north would have been pushing the helicopter in that direction. Troy and others at RLC seem to think the helideck lights may have been what the skid made contact with, causing the aircraft's dynamic rollover.