

FAA Statement

Accident Information Summary: Inspectors Travis and Holsclaw from the Louisville Flight Standards District Office arrived on scene at 11:30 EST 2/7/2017 and met with local law enforcement who stated the time of the accident was 05:21 EST. Determined scene was secure, began investigation and accessed possible hazards.

There appeared to be no visual Bio hazard present with exception of 3 units of plasma Air Methods personnel stated they were carrying in a cooler onboard for patients (Still contained). Pilot stated the 2 crew and himself were all wearing helmets and exited the aircraft on their own. Only one had a minor leg injury and was treated and released. No evidence of fuel leakage or fuel smell at scene, but Pilot stated aircraft had 60 gallons of fuel in main and 30 gallons in each of the supply tanks for a total of 120 gallons at takeoff. Some possible hydraulic fluid was evident in water puddle under aircraft. There were portable oxygen bottles on board but they did not appear to be compromised. Two NVG lens were found separated with one on ground just out of the cockpit and one on under broken windshield. Another set of NVG goggles were found secure in its soft storage case undamaged in the aircraft.

Aircraft came to rest on a heading of 164 degrees and was lying on its right side, and on the LOX bottle mount. The aircraft was also lying on the battery access door and the battery looked to be displaced from its mount, but still connected and hard to access. It was determined that since the aircraft battery is still connected and the helicopter still powered. Due to the hazards associated with the electrical system still being energized. We elected to stop until the power could be disconnected and the aircraft made safe. The fire department was on scene and the battery was accessed and disconnected safely. Once aircraft was depowered and deemed safe, ELT was located, disconnected and turned off.

The pilot stated he had no mechanical problems and no caution lights on the aircraft during the flight. The helicopter impacted the ground approximately 30 feet from where pilot stated he crossed the power line. This is only 10 feet from where the 30ft tall berm begins its upslope. There is an initial ground scar that is 7'7" to the left of where the helicopter is lying, that is the length of a skid. There is another gouge in the ground where the aft end of the right skid is now located. The aft right skid to cross tube attach point is damaged and the skid is bent up at the aft end. The right rear cross tube attachment rubber is displaced inward almost out of the rubber. The forward cross tube right hand side is buckled and bent inward at the right hand fuselage mount; the mount rubber is not displaced.

All four main rotor blades were destroyed at impact some M/R blade Kevlar is wrapped partially around main rotor head and mast. The debris field is circular and extends out in approximately a 100 foot radius. All pieces found out away from the aircraft were consistent with main rotor blade material. Two pieces of a main rotor blade were also located on the north side of the road. When the cyclic and collective controls were moved, some movement was seen at the swashplate. All four main rotor pitch links were broken from apparent impact damage as well as the rotating scissors but connection ends and safeties appeared to be intact.

The tail rotor pedals were actuated and the fenestron blades showed movement, tail rotor controls that were visible were connected. The tail boom was fractured at the horizontal stabilizer/fenestron mount almost its complete circumference. Fenestron tail rotor /vertical fin assembly is intact and blades don't exhibit damage. The upper left horizontal stabilizer vertical winglet appears to have been struck and damaged by the main rotor. Right hand winglet appears to be folded over from ground contact. The right hand pilot's side windshield and skylight were broken out and the nose bow area on pilot's side is crushed inward. The pilot's right tail rotor pedal is bent downward at foot rest. Radome has mud on it and appears to have light impact, but is not crushed.