

North Carolina
State Highway Patrol

MEMBER'S STATEMENT

Troop / District:	I/4	Registry #:	1238
Rank / Name (First, M.I., Last):	Master Trooper/Richard, M., Collie		

Statement

On Tuesday, June 19, 2018 at approximately 1:50pm I was transitioning the aircraft, N303HP, to launch on an approved non-criminal photo mission for Agent Clint Stone of the Department of Homeland Security, TSA. The mission was to be conducted at Raleigh-Durham Airport and capture photos of areas of interest to the federal agency. I had performed the Preventative Maintenance Daily (PMD) on the aircraft, checked the current weather, and positioned the aircraft into the wind at the Highway Patrol Ready Hangar Heli-pad for launch. I took the Chopper Spotter controller/cord and wound it up around the cord holder on the Chopper Spotter handle. I walked to the Co-pilot side and unhooked the Chopper Spotter, then slid the clamp and tube in for movement. Agent Stone mentioned that the last time he participated in a similar mission the pilot removed the controls from the Co-pilot side, so I responded that the thought of that had not crossed my mind. I removed both the cyclic and collective from the Co-pilot side and carried them into the hangar. I called the Highway Patrol Maintenance Hangar and inquired of one of the Highway Patrol aircraft mechanics about a cannon-plug cap where the Co-pilot cyclic was connected. I was advised the "dummy plug" was at his location but if not used I would simply not have the Force-trim capability. I walked back outside and was looking up at the Main Rotor and the aircraft compartment doors to ensure all looked as they should as I approached. I stood at the Pilot's door (doors removed) and began to place my helmet on as Agent Stone asked me a question. I began to walk towards the tail rotor area looking up visually inspecting the Dzus fasteners, piano latches, and tailboom latches along the pilot side, then down the Co-pilot side around the nose looking at the Wirestrike Protectors, and subsequently stepped up into the Pilot seat never once looking down below eye level to notice the Chopper Spotter under the aircraft and still attached to the right skid tube. I covered the Safety Brief with Agent Stone prior to beginning my checklist for startup. Once I started the aircraft and performed all the necessary engine and control checks required on the ground I began to pull in pitch with the collective. As with a counter-clockwise rotor system the nose moved slightly to the right, which I countered with left pedal; The Chopper Spotter attachment point has a few inches give so it obviously allowed the aircraft to slightly lift off the ground. The temperature was approximately 40°C, it was very humid, and we had a full load of fuel; I glanced at my Torque which appeared between 85-90%. In an instant the aircraft began to roll to the right and I gave it hard left cyclic and abruptly lowered the collective. However, in dynamic rollover the process was in motion and nothing I did could stop the action. In retrospect, I almost felt as if in the instant the roll started the aircraft possibly pulled the Chopper Spotter attachment out of its tubular holder to the right. Once this anchor released the dynamic rollover was instantaneous. Once the aircraft came to rest on the Co-pilot's side Agent Stone and I asked if the other was okay. I unlatched my seatbelt's quick-release sending me down onto Agent Stone. I crawled out and assisted Agent Stone unlatching his seatbelt and getting him out of the aircraft. Once we were out I could see that Agent Stone needed medical attention for a cut on his head. I reached over into the aircraft shutting off the Battery Switch and Fuel Valve, then retrieved the large fire extinguisher on the helipad and began to spray the engine area where there was a slight stream of Jet Fuel dripping. Members from the Highway Patrol and other agencies were arriving on the scene. I heard Agent Stone advise to call 911 and both Agent Stone and I was told that 911 had been called. The personnel on scene began to tend to Agent Stone's injury. I directed Highway Patrol Members as to the EMT Bag in N306HP located in the hangar and a First Aid Kit on the office wall in the Highway Patrol Ready Hangar. I contacted ACM Supervisor Tony Decker to inform him of the situation, and I contacted the I-4 Unit Commander Sgt. Mat Tribula and informed him of same. I was then directed to the Ready Hangar office for medical assistance and further direction from the Highway Patrol.

Initials:	RMC
Signature:	
Date:	June 20, 2018
Reference:	06-20-2018 Aircraft Accident in N303HP