

From: Tom Baldwin
To: Andrade, Zachary (FAA); Davis, Jeffrey M (FAA (FAA)
Subject: Dublin OH Crew Statements
Date: Tuesday, April 16, 2019 11:47:39 AM

Pilot

Statement of aircraft accident from Michael W. Spaulding Aircraft: N395AE

The base received a flight request at approximately 03:32hrs. This was a transfer flight request from Navicent/Macon in Macon, Ga to Augusta Doctors Hospital in Augusta, GA. I filed a Balwin Risk assessment for the flight. It was acknowledged by Cencom at approximately 03:36hrs and the crew proceeded to the aircraft. After conducting a crew walkaround as per the GOM I entered the cockpit and put on my helmet for engine start. The pre-start checklist was completed and I confirmed the four mandatory items before starting the aircraft. The engine start was normal and the medical crew was given the signal that it was safe to proceed under the turning rotor disc and conduct their walk around after engine start and it was also safe to enter the aircraft. Both crew members announced over the intercom that they were ready left and right. I then completed/confirmed the pre-takeoff checklist as well as the challenge and response checklist. I applied power and came to a hover and then proceeded to turn the aircraft into the wind to conduct an altitude over airspeed takeoff. I completed a power check with a torque reading of 74.8%. I then used about 86% torque to accomplish the altitude over airspeed takeoff to clear the obstacles. As I started to accelerate forward and gain climb out airspeed a loud report was heard from the engine deck area followed by an announcement/question from the flight nurse "What was that Bang?". I then heard a clicking noise that sounded like paper on fan blades. The aircraft immediately started a rapid descent to the ground. The aircraft hit the ground, bounced and translated to the right referencing the direction of travel and came to rest upright. I then rolled the throttle to idle to start an engine shut down. Fearing a post-crash fire I then shut the fuel valve off out of sequence and at about 30NR and with prompting by the flight Nurse, applied the rotor brake. After the rotor stopped the crew exited the aircraft. I, as the pilot in command, notified the Cencom, Maintenance Control, and Operational Control Center of our status. I had mounted my Night Vision goggles but because of the direction of takeoff, and I was facing a half moon and knowing the potential for blooming and wash out I used my discretion to leave the goggles in the unright non-use position. The wind was out the west at approximately 8 to 10kts hence the reason the turn into the wind after coming to a hover over the helipad.

Medic

Incident on the morning of April 14th, 2019

Received a flight request to transport a Patient from Navicent in Macon, Ga to Augusta

University approximately around 3:45 am. At time of request I was already getting flight suit on and After accepting the flight things I recall are getting my flight helmet and NVG's, my partner got the blood and plasma and walked out to the hanger together and noted that the pilot Mike Spaulding had already placed to aircraft onto the pad from the hanger. Placed a few items into a secured location inside the aircraft and closed the door. Placed my Helmet on and secured the strap and clear visor down. Pilot arrives back at the aircraft and begins his pre flight check offs. I rolled the starter cart up to the aircraft and upon instruction from pilot plugged the starter to the inlet. Partner to my left and upon start up disconnected starter and placed in proper area. My partner and I performed appropriate walk around the aircraft and starting on opposites sides with nothing noted. I entered aircraft and secured the door. Microphone to helmet connected and secured myself into safety harness. After my partner and I acknowledged to the pilot we were secured cross check questions were asked with nothing abnormal noted. Pilot lifted 3-5 feet for hover with all equipment and gauges in normal ranges. Pilot stated "coming left" and I acknowledged we were clear left. Facing the wind pilot lifts to approximately 40-50 feet and moves forward still visually looking left and upon aircraft moving forward I heard a loud "boom" and the aircraft seemed to have lost most power. I remember the nose dropping somewhat and going down. Upon a hard landing it seemed like we actually bounced and hit again and stopped. After communication that crew was uninjured noted rotors still spinning I remember my partner asking the pilot about engaging rotor brake. When we noted to rotor blade had stopped I unbuckled harness and all crew members exited the aircraft together and went to the pilot in the front of the aircraft.

Nurse

I am writing you this letter to in regards to our incident at Air Evac 102 Dublin, GA on April 15, 2019 at approximately 0355. After receiving a flight request to Navicent Health Macon, GA transferring to Doctors Hospital Augusta, GA, the pilot (Spaulding) accepted the request after checking the weather and determined we had adequate weather to complete the flight. Once the determination was made the Paramedic (Bohannon) and I proceeded to the hangar to prepare the aircraft and move it to the helipad in preparation for departure, while to pilot completed his preflight Risk Assessment. The aircraft was moved to the helipad without incident and prepared for takeoff by Bohannon and myself.

Once the pilot arrived at the helipad and completed a walk around, the medic and I waited at the nose in anticipation of the GPU connection and startup. Once connected Mike (pilot) started the aircraft normally without incident, nothing during the startup procedure was different from my perspective. Aircraft was started and once GPU was disconnected, the medic and myself completed our crew walk around without noting anything extraordinary and proceeded to board

the aircraft and prepared for takeoff.

After boarding and securing ourselves in the aircraft, the pilot was completing his pre-departure sequence. After completing this, we completed the pre-departure checklist sequence with crew and pilot responses normal. Crew callout confirmed all Caution/Warning lights were extinguished, Instruments/Gauges green/normal, Engine 100%, Fuel sufficient for flight, I don't recall exact minutes, RA confirmed/acknowledged.

Once pre-departure checklist was completed, pilot brought aircraft to approx 3ft hover without difficulty. Upon climb out and forward movement approx 30-40ft AGL I heard a loud "bang" and aircraft began to shudder and lose power. After this, the aircraft immediately nosed forward and pilot was able to complete auto rotation outside the helipad fence. Once the aircraft was on the ground, emergency shutdown was executed by pilot and crew waited inside aircraft until all clear and rotor blades stopped. Confirmed all crew members had no life-threatening injuries at this time.

Once outside damage was assessed by pilot and crew, vertical fin noted missing. Skids spread upon impact, windscreen on pilot's side noted broken. Pilot notified CenComm and pictures were taken and sent to Maintenance and RDFO, crew and pilot awaited further instruction.

I hope this letter helps with the investigation and I am available to answer any question not addressed in this letter. Please let me know if I can do anything else to help or you need anything please do not hesitate to call.

Thank you, I consider us very Blessed and fortunate.

Sincerely,

Rob Garnto
Flight Nurse AEL 102 Dublin, GA
[REDACTED]

Tom L. Baldwin
Director of Safety