

Departed KUMP at approximately 1300 local. Flew direct to the job site at 135 South Mount Zion Road. Upon arrival I realized that the units were on the west side of the building and not the east side as depicted on the paperwork and discussed with the customer at approximately 1230. I did a 270 degree orbital the west side of the building to look for obstacles and decide a course of action. Decided to land on the west side by the units because the customer had instructed to land by the units and they sometimes get the compass directions messed up. There was a occupied guard shack and truck on the south side of the area and numerous personnel and small cones around the center area. I decided to land to the north side of the area. I decided to approach heading 180 due to prevelant winds. I came to a 75' high hover due to the tightness and a light dust cloud that formed. My mechanic in the left seat said there was a trailer beneath us. I had noticed the trailer on my orbit and thought I had a good reference off my right to center me in an area south and clear of the trailer. I stated that I was coming right as I continued to come down and forward. My left seat mechanic said there was trash on the left. I had also seen the dumpster on that side during the orbit and didn't consider it an issue due to being filled with wood. As we descended I asked my crew member in the belly of he could hop out after we landed and make sure we were in the correct area they wanted us to be. After landing as I looked inside to roll the throttles back to our idle speed I felt one large bang followed by a series of bangs. The aircraft began to shake violently and I rolled the throttles completely off. As the blades coasted down the aircraft yawed and the blades collapsed. When the blades stopped I told the crew to get out and shutoff the boost pumps, generators and battery. I then got out of the aircraft. I checked the condition of the crew and started our emergency response plan.

Randy A. McCormick

