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Office of Aviation Safety - Western Pacific Region

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Subject: WPR25LA006

Contact: Senior Director of Medical Transport Aviation Operations, Jared Thompson, Intermountain Health

Mr. Thompson submitted the NTSB Form 6120.1 on behalf of the operator. The submitted .pdf does not display the narrative in totality. Below is the complete and unmodified Narrative History of Flight.

Pilot Statement:

About 0330 in the morning I was called by Comm-Center(CC) asking if I could look at completing a Scene Call in the High Uintahs for a patient in the woods and that Summit SAR was still in the process or connecting with the patients party. I was told by CC that AirMed had turned this flight down due to smoke and visibility and that DPS did not want to respond at this time.

Conditions were some clouds in the sky, Zero moon illumination as the moon had set at approximately 2207hrs.

Receiving the initial details of the flight I reviewed the flight on ForeFlight, looked at fuel requirements and not knowing if I would need to search for their location elected to add fuel to ensure I had a loiter time if needed. I knew that minimum fuel to complete the flight from the scene area to IMED in Murrey, UT was 150kg which included my reserve.

The crew and I went to the aircraft, I completed my RA selecting Night Shift, Flight between 2-6 am, Unfamiliar destination and Technical flight. I added my fuel

and added more than I had planned by mistake (due to I've never topped off the aircraft at Logan and when at IMED it is usually 410 when fuel is about to spill out the fuel port). I mentioned to the crew about the possibility of reduced visibility and that we would take it slow with that consideration and then we departed.

Enroute to the destination it was brought up in discussion why we were being called and I mentioned that Airmed had turned down for visibility (thought I had mentioned that before), DPS said that they would wait till sunrise. It was mentioned that the altitude of the LZ was approximately at 9300'. I noted the temperature @ 11* since we were cruising at 9300 and about 15 minutes out and then pulled up the HOGE chart noting that if all worked as planned I should be close to weight at arrival including the need to orbit while the SAR completed making contact. Then we had an LZ changed to Elizabeth Ridge at about 5 minutes out which was at apparently at 10,276'. Later I found out that the original LZ was passed by the Patient and his group as they were driving out which was an open meadow.

Upon arrival to the new LZ, we were in touch with the SAR team, overflew the LZ at about 300-400' at about 50-60 knots, the LZ was well lighted by the SAR teams vehicles so over all we had good visibility on it, winds were out of the west, visibility was 6+. I mentioned that for the second pass I would slow some more and lower to get a feel for the aircraft and a better view of the LZ which was for the most part a dirt road intersection open on both side with some smaller trees around and also surrounded by taller trees, we also started the before landing check at this time. I felt that although you could not do a shallow approach the area was big enough to land a couple of Blackhawks or say at least 340' L by 100' wide (probably wider) where the intersection was and I did not pickup on the fact that the road as it went west past the small intersection did curve to the right.

While doing the second pass we confirmed that the LZ was big enough, the hazards being the taller trees on the extreme edge of the 75' and approach path and at the forward end, the possibility of brown-out and it seemed the aircraft was handling ok, thinking back I do not remember noting the torque and being at 40 knots I would not have had a good read and was concentrating outside the aircraft due to the lack of moon. Utilizing the Mountain Training technique for a confined LZ seemed to me impractical at the time due to the trees and vehicles surrounding the LZ but there were others alternative to help decide this I did not utilize either.

On approach the SAR team shutdown their lights, we slowed the aircraft below 50 knots and then Troy opened his door to clear the aircraft and watch for dust. As we were approaching he was clearing me of the tree's, called to move further forward and right (I believe) and then he felt that dust was building up, it was at this time he

called for me to hold and I attempted to slow the aircraft, but due to weight and altitude I got a High Torque call out and noted 111%, I thought about a go-around but saw trees in my departure path so I knew I was below the trees (or a few of the taller ones) and at this time announced that we were not able to do a go-around and we would need to land as I could feel the sluggishness of the helicopter. As we approached the ground I pulled in collective and at this time the nose started to turn right slowly and I could not correct ultimately facing about 90* to the right of our approach heading. After we landed and due to the collapse of the left landing gear the aircraft was leaning to the left and I was waiting for the sudden violent shaking of the blades striking the ground or a small tree. As soon as we realized that we had settled and no blade strike I immediately initiated an emergency engine shutdown. With electrical power still on Rebecca asked if the radio was working so we could contact CC which we were able to on the 800. I told CC we had a hard landing, all crew were safe and would be shutting down the radio. We all verified that everyone was alright, exited the aircraft and completed a walk around reviewing the damage to the aircraft. The blades and T/r had no evidence of a strike, the left landing gear had collapsed.

Post landing while looking at the aircraft we discovered that we had limited cell-phone service to make contact with CC and do an update, it was about this time I heard CC on the handheld radio and then we continued crew and aircraft status while receiving updates from CC on what the crew recovery plan was.

NOTHING FOLLOWS