



**NATIONAL TRANSPORTATION SAFETY BOARD**

**Office of Aviation Safety**

**Central Region**

**September 11, 2018**

**AIRFRAME EXAMINATION**

**CEN18LA069**

**(2 pages)**

## **A. DETAILS OF THE INVESTIGATION**

### **1.0 Airframe Examination**

On September 11, 2018, N7975R was examined at Dallas Air Salvage, Lancaster, Texas.

The helicopter was sitting upright on the skids. The fuselage was intact and the tailboom was separated just forward of the empennage. Minor crushing damage was visible on the right side of the helicopter aft of the cabin area. Crush damage was visible on the left side of the helicopter above the front and rear skid struts. The main rotor blades, main rotor blade hub and main rotor mast were intact. One of the main rotor blades exhibited minor bending near the outboard section of the blade. The other blade had a hole in the blade near the tip and the leading edge of the blade at the tip was pulled away from the remainder of the blade.

The empennage and tailrotor were separated from the tailboom. The tailrotor drive shaft separated at the aft flex plate. The drive shaft remained connected to the clutch assembly. The main rotor blades turned when the tailrotor drive shaft was rotated by hand. Ratcheting marks were visible inside the tailboom near the aft flex plate. Corresponding damage was visible on the flex plate and drive shaft.

The trailing edge of the lower vertical stabilizer contained impact damage to the rear edge of the surface, pushing the skin forward toward the leading edge. The tail rotor blade assembly remained attached to the tail rotor gearbox. One tail rotor blade was bent outward 90 ° at the blade root. The other blade was bent out about 20° the blade root. The blade was free to turn when rotated by hand.

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