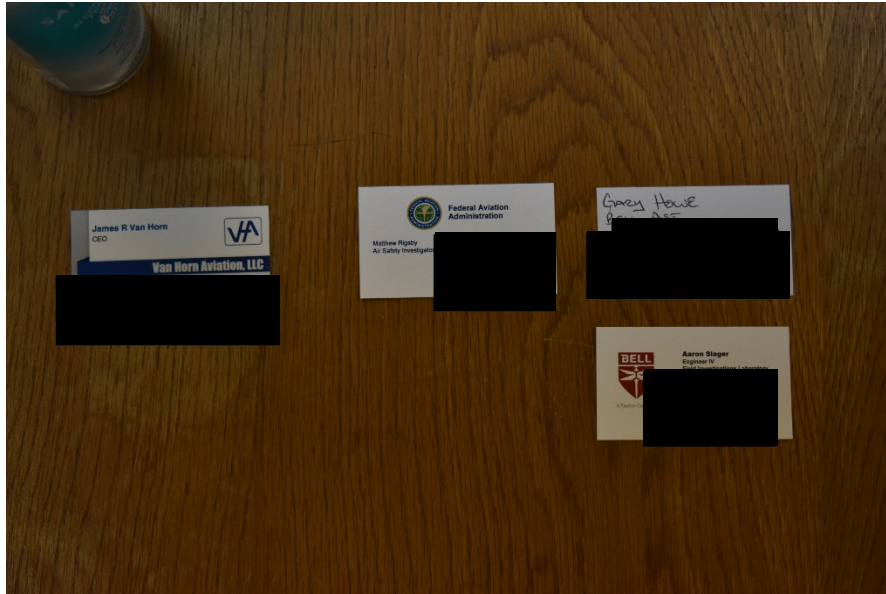


N284S Marathon 206

The writer provided federal oversight for the NTSB, representatives from the Bell and VanHorn Aviation were present.



The wreckage was removed from the container and the remaining wreckage components were laid in in a rough representation of the aircraft.



The fuselage/cabin area was predominately been consumed by post impact fire. The flight control continuity could not be fully established due to the control tubes being consumed by post impact fire. The steel connecting hardware of the flight control systems was observed secured and did not exhibit evidence of pre-impact

anomaly. Pitch control input to the tail rotor was established in the remaining portion of the tail boom. The t/r gearbox rotated freely and no anomalies noted. Pitch inputs were manually manipulated and no anomalies were noted.

Tail rotor chip plug was pulled and no metallic particles were observed.

The main rotor blades were removed from debris pile and laid out. Lack of data plates on the blades required us to identify the blades as Blade A and Blade B.



Outboard tip of Blade A



Overall of Bade B



Root section of M/R Blade



Root Section of the other M/R blade

Preliminary estimate appears 95+ % of the Blade A was observed with impact damage to the leading edge in several locations. Blade A did exhibit minimal thermal damage from post impact fire. The largest section of blade showed the trailing edge of the blade opened up from impact related forces, the core foam of the blade was observed in the wreck remains. The blade did not exhibit interlaminar shear failure and the separated

areas appear as cohesive failures. The trailing edge of the blade did exhibit indications of what appears to be blue paint transfer in small areas approximately mid point of the trailing edge. The aircraft paint scheme was observed with a similar blue paint.

All Failures appear consistent with impact damage. No evidence of contamination/adhesive failure was observed.

The Blade A remnants were segregated as to Blade A and will be shipped to NTSB Materials laboratory for detailed examination.

Preliminary estimate appears 95% of Blade B was observed and exhibited similar leading edge damage, but did have more extensive thermal damage to the blade itself. The carbon fiber material had was observed had yielded the resins from exposure to the post impact fire.

The Blade B remnants were segregated as to Blade **B** and will be shipped to NTSB Materials laboratory for detailed examination.