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Date: August 8, 2022

Subject: CEN22LA333 Memorandum for the Record
Summary of FAA Findings on Scene

Contact: Aaron Joyce, Inspector, FAA FSDO St. Louis, MO

The following information was given to the NTSB:

A FSDO inspector responded to the accident site to examine the helicopter.

During the inspection, no obvious anomalies were found with the flight control system. Collective, Cyclic, and anti-torque pedals were all connected and appeared to be normal. Flight control continuity was confirmed from the cockpit to the main rotor swashplate linkages and main rotor blades.

Flight control continuity was confirmed from the cockpit anti-torque pedals to the tail rotor drive shaft, tail rotor gearbox, and tail rotor linkages.

Because no anomalies were found, it was decided by the NTSB IIC to remove the hydraulic components and send them to Robinson Helicopters for detailed examination. Components removed were: Hydraulic Pump, Hydraulic Reservoir, Hydraulic Lines, and All 3 Hydraulic Servos (2 Forward and 1 Aft).