



U.S. Department
of Transportation
**Federal Aviation
Administration**

Allegheny Flight Standards District Office
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INSPECTOR WRITTEN STATEMENT

DATE AND TIME: 11/10/2015 1400 HOURS	LOCATION Monongahela Valley Hospital Helipad (5PA5)
AIRCRAFT / AIRMAN INFORMATION (IF APPLICABLE) AIRCRAFT REGISTRATION -N639ME MAKE / MODEL -Airbus SERIAL NUMBER -0563 AIRMAN NAME - Paul D. Heinbach AIRMAN CERTIFICATE NUMBER [REDACTED]	INSPECTOR NAME / PHONE Laura L. Delewski [REDACTED] Gary L. Ankney [REDACTED]
FILE NUMBER: FAA Incident AEA0316003	

REASON FOR STATEMENT: N639ME INCIDENT

WRITTEN STATEMENT

Received phone call from Director of Maintenance (DOM) at approximately 0615 AM that aircraft N639ME was involved in an incident during take-off from the Monongahela Valley Hospital (5PA5) helipad with one pilot, two medical crewmembers, and a patient onboard. The DOM stated that no one was hurt and that the helicopter rotor wash had blown the vinyl cover off of the 33-gallon wheeled foam fire extinguisher which was subsequently chewed up by the Fenestron Blades. The pilot was able to set N639ME back on the helipad.

I alerted my supervisor of the incident and Inspector Gary Ankney and I departed for the scene.

We arrived on scene at 0800 AM. Helicopter N639ME was found sitting cornerwise on the H of the helipad. The pilot in command was no longer on scene having been flown back to base by another helicopter sent to retrieve the patient. The red vinyl cover that had been shredded by the Fenestron Blades was found scattered throughout the helipad, parking lot, and landscaped area in front of the hospital emergency room entrance. The 33-gallon fire extinguisher sat at the north corner of the helipad. Helicopter N639ME appeared to be in good / serviceable condition, but slightly squatted to the left as it sat. Mechanics on scene measured the crosstubes to the ground and landing gear skids tubes against each other in accordance with the inspection criteria set forth in the Airbus EC-135 Aircraft Maintenance Manual and determined that the crosstubes were deflected out of limits. Inspector Ankney and I performed an external inspection of helicopter N639ME and photographed the scene. The circumference of the Fenestron composite housing depicted black scuff markings and one area of penetration approximately 3 inches long. Several of the Fenestron Blades were found to have bits of the red vinyl cover attached. The blades did not appear to be damaged. The pitch hub cover was found off of the Fenestron and depicted paint damage. The main rotor blades were examined and exhibited no damage. The fuselage depicted no damage with the exception of the area that the left forward crosstube gimbal pushed up on the composite non-structural area. We examined engine compartments and transmission deck for vinyl debris. None found. The tailboom area forward of the Fenestron attachment was also found to be damage free.

Once photographs and external examination was completed, authorized maintenance personnel

on scene to remove main rotor blades for transport. Examined main rotor blades and rotor hub cap after removal. No obvious damage noted.

Released N639ME to operator to transport to maintenance facility located at Allegheny County Airport (KAGC) in West Mifflin.

Helicopter N639ME arrived at KAGC at approximately 1100 AM. Photographed aircraft in maintenance hangar during inspection by maintenance personnel. Airbus technical representatives were alerted to incident immediately for engineering analysis. I requested pilot statement, logbook information, and CPDS exceedance data for N639ME from the DOM. We discussed the requirements for sudden stoppage inspections for all of the rotating components. The DOM stated that he would contact me with engineering's decision for inspection criteria as soon as he received it.

Following review of aircraft and data, event was closed as an FAA incident.



Laura L. Delewski
Aviation Safety Inspector / Airworthiness

11/10/2015

Date