

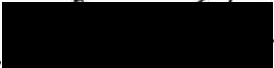
October 05, 2016

Inspector Statement

Registration Number: N269BS
Make: Hughes
Model: 269B
Serial Number: 65-0205
Engine Manufacturer: Lycoming
Engine Model: HIO-360-A1A

I was requested by Inspector Dale White, Principal Operations Inspector, to observe the ground operation of an engine installed in N269BS, a Hughes 269B, owned by Mr. Frank Meyers. The aircraft had been involved in an accident on September 22, 2016 and had severe damage.

On September 04 2016, I arrived at Eagle Aviation's hangar and met with Mr. Meyer's and two of Eagle Aviation's Maintenance personnel. Due to the helicopter remaining on its side for an extensive amount of time immediately after the accident, whatever fuel was in the fuel tank had leaked out. Maintenance personnel added 3 gallons of fuel to the fuel tank. Aircraft battery was reconnected and electrical power applied to aircraft. The helicopters drive belts were removed to prevent rotor movement. The throttle was difficult to manipulate due to damage to the collective. Maintenance personnel verified throttle setting was at Idle. Maintenance Personnel activated the starter and immediately the engine began operating normally. Engine was operated for a short period and shut down manually by Maintenance Personnel..


John Park
Aviation Safety Inspector

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: N269BS
Date: Friday, September 30, 2016 1:51:31 PM
Attachments: [2015-19-07.pdf](#)

Dale,

Todd and I review the aircraft and engine logbooks for the above registered aircraft and were not able to determine the status of the latest engine AD 2015-19-07, associated with Lycoming MSB-342G. This latest referenced AD superseded AD 2011-26-04. The engine was overhauled on 11/13/15 and the logbook entry from the overhaul facility stated the installing mechanic would have to comply/address AD 2015-19-07, because the fuel injection system was not included. The engine logbook entry by the installing mechanic did not reference AD 2015-19-07 or the associated MSB-342G. An AD compliance/status sheet was completed during the annual for the airframe, but we did not see one for the engine AD's. (See the latest reference AD attached.)

The aircraft annual is current and we did not find any other airworthiness related discrepancies

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