



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

Aviation Safety

Allegheny Flight Standards District Office

Pittsburgh, PA 15227

INSPECTOR WRITTEN STATEMENT

DATE AND TIME: May 22, 2018	LOCATION Allegheny AFG-AGC-FSDO-03
AIRCRAFT REGISTRATION- N602BP MAKE / MODEL- MD-600-N SERIAL NUMBER- RN025	INSPECTOR NAME / PHONE Laura L. Delewski Aviation Safety Inspector / Airworthiness [REDACTED]
FILE NUMBER: NTSB ERA18FA122 ACCIDENT LOCATION: Smethport, PA ACCIDENT DATE: April 8, 2018 ACCIDENT TIME: 1711 EDT	OPERATOR: High Line Helicopters, L.L.C. CATEGORY: Part 133 IDENTIFIER: 4HLL870N

REASON FOR STATEMENT: NTSB REQUEST FOR MAINTENANCE RECORD REVIEW

RECORDS RETRIEVED AND REVIEWED

1. MD-600-N, N602BP, Aircraft Maintenance / Flight Logbooks
2. Rolls Royce 250-C47M Engine, Serial Number 847837, Maintenance Logbooks
3. MD-600-N, N602BP, Current Airworthiness Directive Status Sheet
4. MD-600-N, N602BP, Aircraft Inspection / Life Limit Status Sheet
5. MD-600-N, N602BP, Airframe Component Historical Records
6. Rolls Royce 250-C47M Engine, Engine Serial Number 847837 Historical Records
7. MD-600-N, N602BP, Record of Major Repairs / Major Alterations / ICA compliance
8. MD-600-N, Aircraft Maintenance Manual / Inspections / Airworthiness Limitations
9. Rolls Royce 250-C47M, Engine Maintenance Manual / Inspections / Airworthiness Limitations

On May 17, 2018, Brian Rayner, Senior Investigator for the National Transportation Safety Board (NTSB), requested a maintenance record review for N602BP, a MD-600-N, operated by High Line Helicopters, L.L.C., a Part 133 Air Operator.

On April 8, 2018, Helicopter N602BP was destroyed during an accident while performing Part 133 power line operations, in Smethport, Pennsylvania.

Maintenance records relating to N602BP were received by the Allegheny FSDO on June 4, 2018.

The following information was ascertained during this review:

Total Times of Airframe / Engine at Time of Accident ¹

Airframe Total Time (AC/TT):	5204.2
MMS:	MDHI MD-600-N
Serial Number:	RN025
Torque Event:	14835
HOBBS:	5211.6
Engine (ENG / TT):	4475.5
Engine Cycles:	6072.5
MMS:	Rolls Royce 250-C47M
Serial Number:	847837

Total Times / Dates of Last Inspections

Last Airframe Inspection Performed:	100-Hour Airframe
AC/TT and Date of Last Inspection:	February 4, 2018 AC/TT 5120.8
Hobbs at Last Annual Inspection	5128.3
Last Engine Inspection Performed:	150-Hour Engine
ENG/TT and Date of Last Inspection:	February 4, 2018 ENG/TT 4392.1

Compliance Dates of Other Required Inspections

24-month Altimeter System Inspection: ²	October 26, 2012
24-month Transponder Inspection:	February 22, 2017
12-month Emergency Locator Transponder Inspection:	February 4, 2018
Emergency Locator Transponder Battery Expiration:	Unknown
Aircraft Reweigh:	February 28, 2013
Annual Portable Fire Extinguisher Inspection:	October 28, 2017

¹ Times depicted in this document are the last entries annotated in the Helicopter Flight Log Report, dated April 7, 2018 and do not include unknown times for flights conducted on April 8, 2018 prior to the accident.

² Altimeter system 24-month inspections are not mandatory if the aircraft is not operating under instrument flight rules conditions.

Replacement of Life Limited Parts

A review of the historical records for N602BP revealed that all parts subject to FAA airworthiness limitations as depicted in the current MD 600-N Aircraft Maintenance Manual and Rolls Royce 250-C47M Engine Maintenance Manual was performed. It was noted that several historical record cards could not be located during this review, but data relating to airworthiness limitation compliance was ascertained through a review of the aircraft status sheet and logbook entries.

Airframe / Engine / Accessory Inspection Compliance

A review of the airframe / engine / accessory component times for compliance with the applicable manufacturer's recommended inspections for N602BP, were found to be satisfactory.

Airworthiness Directives

A review of Airworthiness Directives (AD) for the airframe, engine, and associated accessories for N602BP against the current ADs, with one exception. The most current AD status located in the maintenance records November 7, 2012, which did not depict compliance with several ADs, issued after that date. Compliance with these applicable ADs was ascertained through a review of the associated maintenance logbooks.

Major Alteration Instructions for Continued Airworthiness

A review of the Instructions for Continued Airworthiness (ICA) for N602BP, pertinent to applicable major alterations as depicted in the FAA Aircraft Registry Electronic Data Reporting System was performed. The operator was found to have documented compliance with required ICAs; however, the checklist utilized did not appear to reflect some of the tolerances ascertained from the data depicted on the applicable FAA Form 337s.

Colorado Helicopters Side Pull Hook Assembly, STC SH5230NM
Onboard Systems Cargo Hook Kit, STC SR00892SE
Onboard Systems MD 600 Attach Point Kit, STC SR00525SE
Garmin GNS-430
Garmin GTX-327 Transponder
TFM-500 Tactical FM Radio, STC SR00811NY
Kannad 406 AF Compact ELT
Yaw Stability Augmentation System (YSAS)
AF Fuel Filter Kit
Heated Pitot Tube
Left Hand Pilot Configuration
Free Flight Radar Altimeter TRA3000
Paravion Technology Incorporated Pneumatic Door Actuators, STC SH2735NM

Other Major Alterations

No documentation was located in the airworthiness database of the Aircraft Registry records repository or the aircraft maintenance logbooks depicting the FAA approval or installation of the aluminum diamond-plate flooring (1/4" by 24 sq./ft.) or 6061-T6 aluminum pipe (2 1/2" by 6-foot) that was found installed in N602BP at the time of the accident. Additionally, no weight and balance documentation was found to ascertain adjustments were made to the empty weight of N602BP following this installation.