

Rayner Brian

From: Paul Reese [REDACTED] >
Sent: Wednesday, January 31, 2018 10:33 AM
To: Rayner Brian
Subject: N942SC

Bryan,

I received a call from Phillip Smith from Spalding County Sherriff at approximately 17:30 on Monday January 29th. Phillip advised me they hard landed in a field. He stated they were on their fifth practice auto rotation when the engine failed to make power after rolling the throttle back on at approximately 100 feet. When I arrived at the aircraft the following observations where made, The tail boom was buckled approximately 18 inches aft of the tail boom junction.

The tail stinger had evidence of contact with the ground.

There was paint transfer from a main rotor blade on the tail rotor drive shaft cover.

The blade did not contact the drive shaft.

I did a visual inspection of the engine PC air lines all appeared to be secure with the torque stripe intact.

The governor actuator arm was secure to the governor lever.

I verified throttle rigging as in wide open throttle was making contact with the full open stop. At idle the pointer was at 30 degrees. At cut-off the throttle was making contact with the stop.

I did not have access to the N1 drive train without removing the particle separator.

I did verify N2 continuity thru transmission and tail rotor drive train.

There were no oil or fuel leaks noted in the engine compartment.

The fuel line were visually inspected for security and evidence of torque stripe. No anomalies were found.

I visually inspected the exhaust collector and it was clean and looked normal.

The bleed valve was observed open and the control line was secure.

Let me know if you need anything else from me.

Sent from my iPhone