



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

June 11, 2019

Subject: N9422F, Hughes 269B, 05/15/19, Hampton, Georgia, NTSB Investigation ERA19LA173. Information provided by FAA Inspector Steven Newcomer of the Atlanta, Georgia Flight Standards District Office.

On June 11, 2019 Mr. Newcomer provided a written statement which included the following information:

[on 5/15/19] "...the pilot reported that during hover practice he decided to set the helicopter down on the ramp because an aircraft was crossing in front of him. During the transition of hover to landing the pilot noticed a vibration in the helicopter. The pilot decided to pull more power and regain hover condition. The pilot then reported that's when power was applied the helicopter began to shake verily violently the pilot then reported rolling the power off and secured the landing. The helicopter was remove from the ramp and secured for inspection by the Atlanta FSDO."

Mr. Newcomer examined the helicopter and found the tail boom sheared/broken from the fuselage just aft the brackets that support the tail boom. The tail rotor appeared undamaged. The "blue" main rotor blade damaged at the attach point for the blade damper and the blade damper arm. The bracket that held the blade damper arm was broken. blade damper attach point. The main rotor flight controls appeared to have continuity. The No. 3 cylinder exhaust valve pushrod was slightly bent, and the "cap for the exhaust valve" was missing.

A photograph of the No. 3 exhaust valve spring shows the upper valve spring retainer in place, though it is unclear if the lower valve spring retainer was present.

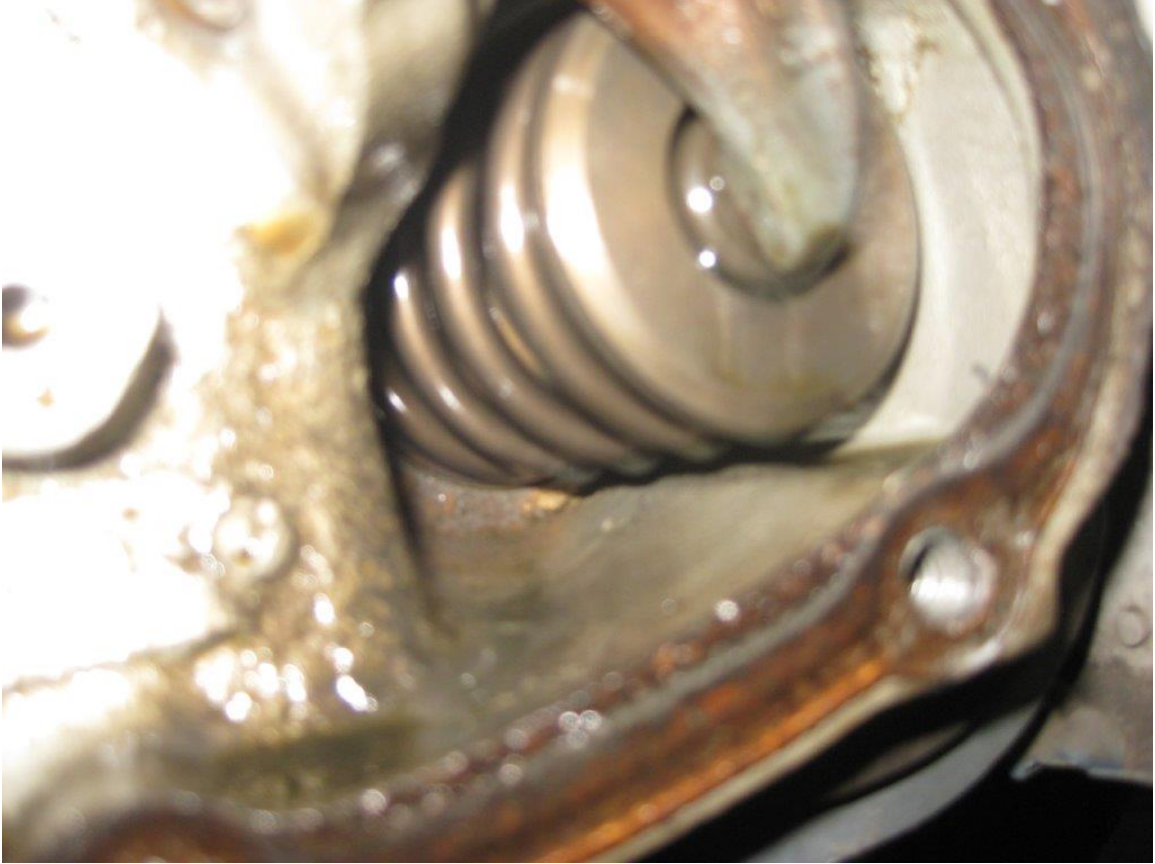


Figure 1 No. 3 Exhaust Valve/Spring

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