

MEMORANDUM OF RECORD

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National Transportation Safety Board Office
of Aviation Safety - Eastern Region

NTSB Case Number: ERA21LA272

FAA Inspector: Derek Jackson

Registration #: N147AH

Subject: Inspector on site observations

Inspector Derek Jackson on site observations and inspection notes based on email correspondence.

Arriving on site, and examining the transport trailer, it was noted that both of the helicopter doors had been removed and were laying on the trailer. There were no obvious contact scars found on the trailer.

Beginning at the trailer and walking toward the wreckage, the first three ground scars observed indicated blade strikes from the main rotor blades. Continuing toward the wreckage another ground scar deeper and longer than others was observed. This appeared to match the profile of the right landing gear skid tube which had separated from the helicopter and was located 55 feet away from and perpendicular to the wreckage.

The helicopter came to rest laying on its left side with a good portion having been consumed by a post-crash fire. This was a very hot fire, as several parts had been melted. Both fuel tanks were mostly intact but charred. The left landing skid tube was found burned under the aircraft. The forward landing skid cross tube was still in place, but was distorted with the curved ends pointing upward and the aft landing skid cross tube was found melted from its right side attach point (clamp still intact). The left side attach point was broken.

The tail stinger was found in an inverted position and the aft portion of the tail frame was broken, but all cables and pulleys and drive tube were still intact and secured to the tube frame. The angle of the breaks and twist in the tail tube frame, tail fin, and outward bend of one of the tail rotor blades indicate that the helicopter was spinning in a clockwise direction at the time of impact.