



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 4, 2023
NTSB Accident Number: ERA21LA335

On December 1, 2022 at 1256 EST, the pilot/owner of N777TC sent NTSB an e-mail with the following information. It was cut and pasted in its entirety.

“1. The Flight controls, cyclic, tail rotor & main rotors were operating normally at the time of the engine out after going through ETL. All Damage to Landing gear, Flight control cables, Rotor Blades & damage to tail and fuselage was associated with Roll over upon landing & subsequent recovery out of field & dragging rotorcraft onto a flat bed tow vehicle. TC

3. Fuel on board at the time of the engine out was approximately 20-24 gallons. Subsequently after Incident. Unsupported Rotorcraft was dragged out of field onto a rollback tow vehicle which damaged Rotorcraft and bottom. The fuel drain sump was depressed and most of the fuel drained out during transport to aircraft hangar. Upon arrival at hangar we noticed fuel draining from Bottom of [air]craft out of sump. After elevating rotorcraft and relieving pressure on sump drain. I drained 4-5 additional gallons of fuel from Helicopters tank till it was empty. TC”