

N132TC Incident Report
5/26/22

On Thursday May 26, 2022 at 1:00pm, my student and I departed KSUT enroute on a cross country training flight. We had planned KSUT-KCRE-KCPC-KSUT. After a thorough preflight and planning and topping off the fuel, we started off towards KCRE along the coastline at 1000' and 100kts.

After an uneventful 30 minutes we joined the right downwind at KCRE and were cleared for final and to fly a few right traffic patterns.

My student proceeded to fly a normal approach and made a controlled descent to a hover over the 1000' foot markers on runway 05. After a brief setdown at approximately 1:40pm, the student gradually added power and lifted the helicopter into a hover. Within seconds the helicopter suddenly without warning began to aggressively shudder, rapidly thump/clunk/bang and yaw to the left. I immediately took the controls from the student, smoothly rolled off the throttle and allowed the helicopter to settle into the runway and cushion the setdown by raising the collective. The aggressive vibration and noise only lasted 1-2 seconds and the helicopter was safely on the runway 1-2 seconds after that. I proceeded to disengage the clutch and pulled the mixture approximately 30 seconds after that. After the shutdown I got out to inspect the damage/cause, upon which I observed the tail rotor was stationary and the main rotor was still turning. I opened the cowl doors once the main rotor blades came to a stop to discover the damage was far more substantial. Externally the machine had zero damage. The power off setdown was very soft. The only debris on the runway was bits of the drive belts. No damage to main or tail rotor blades.

About 30 minutes later we hooked ground handling wheels into the skids and moved the helicopter from the runway to a nearby hangar for self storage and preservation.

Willis Tew
05/27/22

A black rectangular redaction box covering the signature of Willis Tew. A handwritten checkmark is visible to the right of the box.