



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards Service
General Aviation Safety Assurance
General Aviation H (AFG-800)
Orlando FSDO-15

Orlando, FL

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August 4, 2022

Inspector Statement:

On June 30 2022 around 0642, N160TH helicopter started to lift off helipad dolly once weight was remove from the skids the helicopter started an uncommand right pedal turn at same time pilot reported feeling and hearing popping noise . Pilot lower the collative helicopter came to rest half on and off the helipad dolly 180 degrees from starting position after hitting a golf cart tug for the helipad dolly. Pilot then raised helicopter to remove it off the helipad dolly performing a left hand pedal turn once clear of the dolly the pilot abruptly lower helicopter to the ground. No injuries reported.

Determine substantial damage occurred in this accident by NTSB. During the aircraft inspection, discovered right Stabilator damage, lite skin oil canning on base of tail rotor boom. Performed tail rotor flight control continuity checks. Portions of the tail rotor flight controls system was damaged from the right-rear skid crossover tube being push up toward aft vertical pivot bell crank. Tail rotor push-pull rods disconnected at aft vertical pivot bell crank, flight control moved freely forward to tail rotor pedals no defects noted forward side of the flight control system. Disconnected aft portion of the tail rotor flight control system from the aft vertical-pivot bell crank flight controls moved freely to the tail rotor blades again no defect noted. Performed a visual inspection of the cyclic and collective pitch controls found no defects. Review the aircraft records and found no defects aircraft appears to have been maintain in accordance Current CFR's and manufacture Maintecnae program.

The configuration of the aircraft at the time incident was near max gross weight and appears that not enough control inputs where introduce to overcome torque of the rotor system which causes the aircraft to spin right. Then resulted in the aircraft pilot to over correct and hit a golf cart tug and hard landing.


Cory Best
Principle Maintenance Inspector



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