

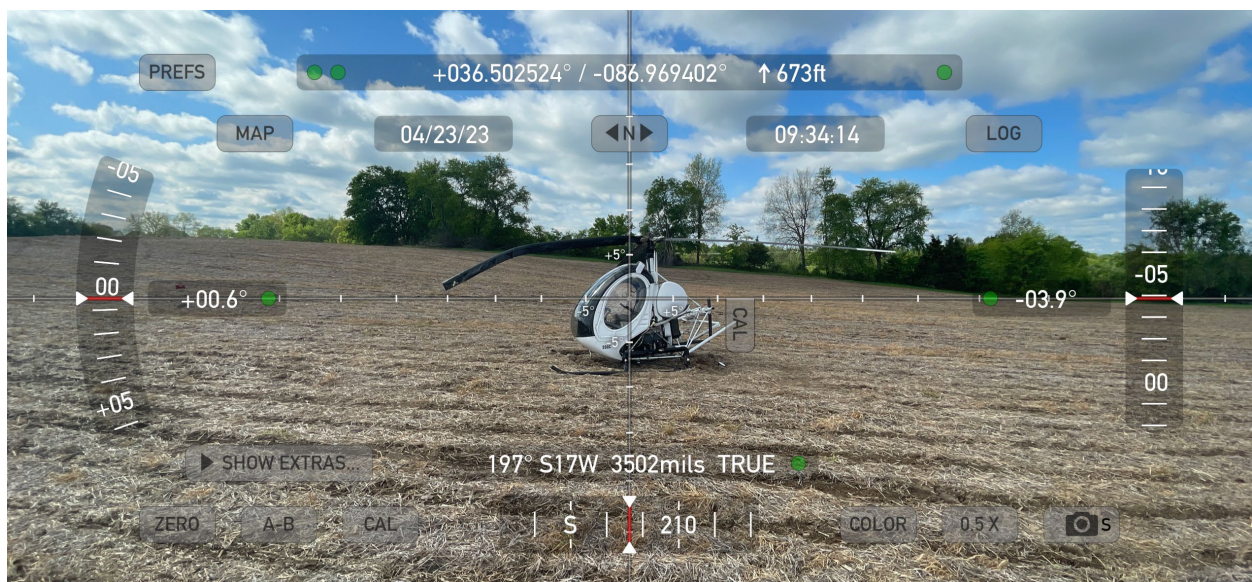
N789LH Inspector Kachinski Statement

On April 22, 2023 at 1225 CDT it was reported that N789LH, a 2008 Schweizer 269C, Serial Number S1911, certificated in the Normal Category, crashed in a field near 3802 Black Rd. (Springfield TN) due to a loss of rotor RPM. Helicopter sustained tail boom damage. No injuries to occupants.



On April 23, 2023, Inspector Kachinski traveled to the site of the accident. I was met by the aircraft owner, Mr. Tom Jones, who stated that the aircraft did not suffer substantial damage and this should be considered an incident and wanted to recover the aircraft. I informed Mr. Jones that it was reported that the aircraft tail boom was damaged and that I needed to conduct my investigation.

I walked to the impact area and started my photographic documentation of the scene:



















The pieces of the tail rotor, gearbox and rotor blade were not in their original location. Mr. Jones stated the night prior he was at the scene with Emergency Management and those piece were recovered from approximately 100 feet away. It was stated that Emergency Management moved them closer to the aircraft.

I took photographs of the aircraft and engine data tags:



Aircraft Data Tag



Engine Data Tag

I photographed the cockpit and control layout:





REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N789LH	2. MANUFACTURER AND MODEL Schweizer 269C	3. AIRCRAFT SERIAL NUMBER S1911	4. CATEGORY Normal
---	--	--	------------------------------

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which it is issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:
NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or its expiration date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 61 of the Federal Aviation Regulations, as appropriate and the aircraft is registered in the United States.

DATE OF ISSUANCE R- 02/25/2008	FAA REPRESENTATIVE Gary M. Watson	DESIGNATION NUMBER ASW-ESDO-19
--	---	--

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

U.S. GPO: 1989-455-4
ADMINISTRATIVE | Administration

AC Form 8050-3 (10/2019) Supersedes previous editions







I photographed the main rotor head and rotors:











I photographed the tail boom section.











I observed that the aircraft had impacted a field that appeared to be recently tilled, with soft dirt that crops could be planted in. There was a layer of hay over the field. The aircraft skids were spread out showing evidence of the ground impact. The LH skid was partially buried in the soft dirt while the RH skid was buried approximately 2-3 inches.

There was evidence of damage to all three main rotor blades. The tail boom was partially separated from the aircraft and bent at an approximate 90 degree angle to the right side of the aircraft.

The tail rotor, rotor blade, and gearbox were placed neatly near the aircraft. They had separated from the aircraft during the accident and reported to have been located approximately 100 feet away from the aircraft.

I checked engine oil at the scene and the engine had sufficient oil. The fuel placards on the LH and RH fuel tanks stated to use fuel grade 100/130 min. MIL-F-5572. I opened the fuel caps and the fuel smelled like 100LL.

After I had documented the accident scene I met with the aircraft owner. He stated there was nothing wrong with the aircraft and said it will start right up. He proceeded to start the aircraft engine and let it run for approximately 5 seconds before shutting it down. He also stated that there was nothing wrong with the sprag clutch. He disengaged the sprag clutch and it could be rotated by hand in a clockwise

rotation, as viewed from the aft looking forward toward the sprag clutch. It did not rotate by hand in a counter-clockwise direction.

We walked away from the area and over to Mr. Jones' vehicle where he had the aircraft logbooks. I examined and photographed the logbook entries.

The last Annual Inspection was signed off on September 11, 2022, Acft TT: 4033.3. The last 100HR inspection was signed off on April 04, 2023, Acft TT: 4162.8. Current time on the aircraft is 4196.4. Airworthiness Directives were checked during the Annual Inspection.

AMF Aviation from Springfield TN was contacted to recover the aircraft wreckage. To transport the aircraft, all three main rotor blades were cut from the main rotor head. The tail boom was still attached to the aircraft by some tubing and that tubing was cut to fully separate the tail boom from the aircraft. The aircraft and all pieces were transported to AMF Aviation.

I arrived at AMF Aviation with the aircraft and it was secured inside the facility. During preparing the aircraft and engine for start-up the fuel cutoff was pushed in. Fuel was turned on and the mixture was to full-rich. It was observed that fuel started flowing in a steady stream from the intake plenum. No fuel pump was operating. We recreated this 2 more times.

The engine was started and allowed to come up to operating temperatures. No abnormalities were observed so engine RPM was slowly brought to 1600 RPMS with the rotor disengaged and no discrepancies were noted. The engine RPM was brought to 1800RPM momentarily. The engine RPM started fluctuating and it was observed on the engine RPM gauge, the needle would bottom out below 0 and rise to 3600 RPMS in a cyclic manner. I concluded my investigation for the day.

I received a pilot's statement and it was stated that due to unknown issues with the rotor RPM, the pilot decided to start autorotation procedures at approximately 40kts and 100'-200'AGL. The aircraft proceeded to experience a hard landing with the ground. Upon impact, it was stated that the rotors dipped and contacted the tail boom and damaged both.

End of Inspector Kachinski Statement

JOSEPH A

KACHINSKI III

Digitally signed by JOSEPH
A KACHINSKI III
Date: 2023.05.30 10:23:36
-05'00'