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Subject: ERA24LA399

Contact: Gary Howe - Manager, Air Safety Investigations

Below is a summary of a report provided by Gary Howe regarding the recorded data from the accident flight of N945TC that occurred on August 23, 2024:

The report indicated that at touchdown, the helicopter horizontal speed, rate of descent, attitude, and recorded vertical acceleration were consistent with the parameters for a power-off landing on this aircraft type. However, the report confirmed that shortly after touchdown, there was a rapid oscillation in pitch, roll and yaw developed, associated with a divergent oscillation in vertical acceleration, lateral acceleration and longitudinal acceleration.

The report indicated that the rotor RPM at touchdown was at about 67%. After touchdown, the collective was raised, instead of lowered (as recommended in the Rotorcraft Flight Manual). After the collective was raised, the rotor RPM continued to decay below 67%.

As the rotor slowed down to 40% the rotor vibration frequency closely matched with the oscillation frequencies of the pitch & roll angles, as well as the lateral, longitudinal and vertical accelerations. The report stated that the observed divergent oscillations were consistent with a resonance between a slow turning rotor system and an airframe skidding on a runway pavement.

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