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Date: 5/29/2025
Subject: ERA25LA204, FAA Inspection Findings
Contact: Larry Solley, FAA Inspector

According to Inspector Solley, the following information was obtained during the examination of the helicopter, then shared via email and discussed with the NTSB IIC, who concurred.

"Reviewed aircraft N117NC, S/N 7517, Total Time as of 05/09/2025 is 9731.6. Inspected aircraft. Metro employees removed the cowlings. Upon initial review, the air-conditioning louver (Kieth STC) P/N 117-0511-1 is missing from the aircraft with the aft portion of the louver (frame) still attached. The aft portion shows evidence of tearing (bending aft) at the small area of the tabs on the frame. The rest of the louver departed in flight. Some pieces were recovered at the accident sight. Evidence does indicate the departed louver contacted the tail rotor blades by evidence of a bent louver panel (In the form of a Blade). Both tail rotor blades were destroyed and the 90 degree gearbox along with the tail rotor was severed from the aircraft. This was also found in the flight path of the aircraft. Evidence shows two rivnuts located at both of the forward attach points of the louver are stripped. One forward bolt (AN3-4A) was found on the engine deck (Right side) and one forward bolt found on the left side(AN3-6). The forward right corner of the louver was recovered at the sight. This corner has a repair doubler installed, to the right forward corner where the louver attaches.

Aircraft has the top of vertical stab missing. The gearbox and tail rotor assembly departing the aircraft. The aircraft sustained skid gear damage due to run on landing into a soft yard. One main rotor blade (A Blade) has minor damage roughly 3' from the tip."

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