



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

June 29, 2018

AIRFRAME EXAMINATION

WPR18LA170

A. ACCIDENT

Location: Las Vegas, NV
Date: June 13, 2018
Aircraft: Schweizer 269C Helicopter, Registration Number: N557DC
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANT:

Albert Nixon
Senior Aviation Accident Investigator
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C. SUMMARY

Examination of the helicopter's airframe was conducted on June 29, 2018, in a private hanger, at the North Las Vegas Airport (VGT), Las Vegas, Nevada. A certified airframe and powerplant mechanic (A&P) that had experience working on this type of helicopter, examined the helicopter under the supervision of the NTSB investigator-in-charge. No anomalies or evidence of preimpact mechanical failure were noted during the examination of the recovered airframe.

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the helicopter revealed that the skids remained attached to the main fuselage. A crossbar on the rear section of the skid was installed to help stabilize the helicopter during the examination. Damage sustained during the accident rendered the helicopter unstable. The main rotor blades exhibited wrinkling and were positioned within 110° of each other. The mast was tilted to the right. Flight continuity was established to tail rotor and main rotor blades.

The cockpit cabin area and instrument panel were intact. The top section of the cockpit area was separated. The Hobbs meter (Datcon) indicated 2158.2 hours.

The tail and tail rotor were intact.



Figure 1: Helicopter as viewed from the left side.

Skid Examination

Each of the four landing gear dampers were removed and tested for proper charge. All the dampers were observed to have the appropriate charge. In addition, all the skid attachments were examined and observed to be secure.

The main rotor dampers were examined. Two were separated from the main rotor blades and remained attached to the mast. Visual examination revealed no anomalies. The attached damper was removed from the main rotor blade and was examined and tested with no anomalies noted.

Submitted by: Albert Nixon