



Outlook

Fwd: Blade damage

From seth.buttner [REDACTED]
Date Tue 2/18/2025 9:57 AM
To Kristyn Blocher [REDACTED] >

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Hello Kristyn,

This is the quick reply email I received from the manager of our Blade Shop. There is also an official TE (and Airbus technical engineering report) that will come back from our France office as well, I'll send that to you as soon as I get it. But for sure see Matt's statement below...

Seth

Seth D. Buttner

Sr. Manager, Accident Investigations

Airbus Helicopters North America



----- Forwarded message -----

From: **Matt Vaitekunas** [REDACTED]
Date: Tue, Feb 18, 2025 at 8:21 AM
Subject: Re: Blade damage
To: Seth Buttner <[REDACTED]>
Cc: Boswell, Jim [REDACTED], Sabourin, Maurice <[REDACTED]>

Seth,

The blade in the photo is damaged beyond repair (scrap) as zone C is completely gone. The (your) prelim report talks about hard landing therefore the other two blades would have to be inspected with a droop & deflection to ensure serviceability. Typically when we see incidents like this the first blade that impacted will have all the damage and then the 2nd and 3rd blade may also have damage as well

due to the 2nd & 3rd blade flying through the debris of the 1st blade that took the impact. The damage to the 2nd & 3rd blades can present itself in the form of delaminations that might not be visible to the eye. That is why you have to tap out & inspect the blade.

Can you please provide the part number and serial numbers of the blade in the photo as well as the other two blades on aircraft.

Thanks,

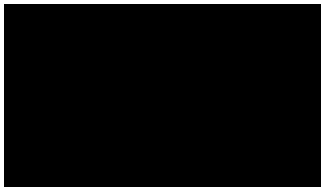
Matt Vaitekunas

Sr. Manager Blade Repairshop, MRO

Airbus Helicopters North America



Airbus Helicopters Inc.



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