

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property *(Use additional sheet, if necessary.)*

Helicopter N23UP made a hard landing. Visual inspection showed there is a buckle portion of the tail boom, the rotor blade tips slightly bent, tail boom stinger probe show deep scratches.

NARRATIVE HISTORY OF FLIGHT *(Please type or print in ink.)*

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and location, services obtained, and intended destination. Provide as much detail as possible.

I arrived at Boeing (BFI) Northwest Helicopters Tuesday July 8, 2025, around 12:20PM. I was planning a Flight to Auburn (S50) to pick up Mr. Dan Dolan for a business luncheon appointment. Entering NW Hangar, where my Helicopter is stored, I noticed my Helicopter was parked in front of the Hangar doors on the ramp. I walked outside and noticed NW Helicopters had installed a horizontal stabilizer on the aft section of the Helicopter tail boom. I took a closer look at the stabilizer and was impressed with the work performed with the installation. Mr. Jamie Momberg, my safety pilot, showed up a few minutes later. I asked the NW helicopter staff if they could roll the Helicopter out and onto the pad. WE performed a preflight inspection, and Jamie entered the left pilot seat, and I entered the right pilot seat. Jamie called for the checklist, and I called out each line item with positive response for each action required on the helicopter check list. I started the engine and once we confirmed all was in normal operating parameters then listened to the ATIS Advisory and contacted the Tower for a Southbound Bus Barn departure. I rolled the throttle up to the autothrottle position. The BFI Tower responded with our clearance for departure.

Jamie reminded me very slowly lift the Helicopter off the PAD. I added a slight amount of left pedal to compensate for the main rotor blade torque. As the Helicopter became light on the skids, I felt the left pedal was not responding correctly and the Helicopter began to Yaw at which time I ask Jamie to take the controls, and he did. The helicopter Yaw and oscillations became pronounce and Jamie was trying his best to gain full control of the situation. We gained approximately 60FT and then slammed hard just south of the BFI control tower. we bounced back in the air, and I yelled watch the power lines on Marginal Way south road. WE got up to around 300FT and were down wind and Jamie had control of the helicopter at this time, and we received clearance to land. Once we landed back on the PAD Mr. Carter (owner NWH) walked and asked us if we were OK. While standing discussing what had just happened, I asked Mr. Carter if he had flown the helicopter after installing the Horizontal Stabilizer and his answer was NO but he had Hovered the Helicopter.

OPERATOR/OWNER SAFETY RECOMMENDATION *(How could this accident/incident have been prevented?)*