



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

February 22, 2017

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT ERRATA

NTSB No: CEN15MA290

A. ACCIDENT

Operator: Air Methods Corporation
Aircraft: Airbus Helicopters AS350 B3e, Registration N390LG
Location: Frisco, Colorado
Date: July 3, 2015
Time: 1339 mountain daylight time

B. INFORMATION

- On page 9, section 2.3.2, the fifth sentence has been updated to read as follows:

The 'yellow' tail rotor blade was fractured at its root end and exhibited evidence of heat distress.

- On page 24, section 8.1, the first four sentences has been updated to read as follows:

14 CFR 27.141(b), within the flight characteristics section of subpart B (titled "Flight"), contains qualitative requirements for piloting skill, alertness, and strength for any required flight condition and "under any operating condition probable for the type." According to the FAA, actual maximum acceptable pilot control loads are determined through flight testing. The Airworthiness Group Chairman requested Airbus Helicopters calculate the pedal control loads required for an AS350 B3e to maintain a stationary heading when hover in ground effect (HIGE) using ambient conditions representative of the day of the accident. A helicopter weight of 4,720 pounds, an ambient temperature of 73.4 degrees Fahrenheit, and an altitude of 9,170 feet (mean sea level) were utilized for the calculations.