

From: [REDACTED]
To: [REDACTED]
Subject: N7432F
Date: Wednesday, August 13, 2014 11:54:03 AM

On August 13, 2014 FAA inspector [REDACTED] and I went to Snohomish Flying Service to examine the wreckage of Hughes 269C, N7432F that had crash landed on August 11, 2014. The A/C was still loaded on the trailer from being recovered on August 12, 2014.

We met with [REDACTED] and [REDACTED] of Snohomish Flying Service. Preston told us that he found the throttle mount bracket hanging by the throttle cable linkage and not secured to the servo mount studs as it should have been. This would cause the loss of throttle movement for acceleration. This engine had just been removed from another 269 and installed in N7432F. The aircraft had accumulated approximately 10 hours since the installation was completed and a 100 hour inspection sign off.

Damage to the aircraft was substantial and would probably be considered a total loss. The aircraft came to rest in a creek bed in 1.5 feet of water. It struck a log and went up on its nose breaking the skid tubes. The tail boom was bent in half and the main rotor blades were destroyed.

[REDACTED]
Aviation Safety Inspector
SEA-FSDO
[REDACTED]