

33. NARRATIVE

ON SATURDAY OCTOBER 25, 2014, ABOUT 1240 LOCAL TIME, THE PILOT/OWNER OF A BELL 206 JET RANGER, N418SV, NOTICED A DAMAGED LEFT SKID WHILE INSPECTING THE HELICOPTER.

THE PILOT THEN CONTACTED A MECHANIC, WHO DETECTED A SCRATCHED TAIL ROTOR STINGER IN ADDITION TO THE DAMAGED LEFT REAR SKID TUBE.

ON MONDAY MORNING, OCTOBER 27, 2014, THE PILOT/OWNER OF N418SV THEN FLEW THE DAMAGED HELICOPTER TO A REPAIR STATION. IN ADDITION TO THE CRACKED LEFT HAND SKID TUBE, THE REPAIR STATION RECORDED A CRACKED MAIN ROTOR YOKE, CRACKED STARTER GENERATOR MOUNT BRACKET, CRACKED SUPPORT LEFT HAND FORWARD MOUNT FOR THE ENGINE, AND IMPACT DAMAGE BETWEEN THE MAIN DRIVESHAFT AND THE TRANSMISSION ISOLATION MOUNT, DURING A HARD LANDING INSPECTION, RESULTING TO SUBSTANTIAL DAMAGE OF THE AIRCRAFT.

ON TUESDAY NOVEMBER 18, 2014 THE PILOT/OWNER OF N418SV NOTIFIED THE FAA OF THIS OCCURRENCE.

THE LOCATION OF THE ACCIDENT AND THE PILOT CAUSING THE DAMAGE REMAIN UNKNOWN AT THIS POINT.

43. BRIEF EXPLANATION OF ISSUES INVOLVED

ON TUESDAY NOVEMBER 18, 2014 THE PILOT/OWNER OF A BELL JET RANGER N418SV, NOTIFIED THE FAA OF SUBSTANTIAL DAMAGE TO THE AIRCRAFT, CLAIMING THE DAMAGE WAS CAUSED BY AN INSTRUCTOR LEASING THE HELICOPTER FOR TRAINING FLIGHTS WITH TWO STUDENTS ON THURSDAY OCTOBER 23, 2014.

THE PILOT/OWNER OF N418SV FLEW THE AIRCRAFT THE SAME DAY, OCTOBER 23, 2014, FROM THE HOME BASE TO AND FROM THE AIRPORT, WHERE THE FLIGHT TRAINING TOOK PLACE, WITHOUT NOTICING ANY DAMAGE TO THE HELICOPTER.

ON SATURDAY OCTOBER 25, 2014, THE PILOT/OWNER OF N418SV CONDUCTED ANOTHER FLIGHT, THIS TIME A SIGHTSEEING FLIGHT WITH PASSENGERS, ONCE AGAIN, WITHOUT NOTICING ANY DAMAGE TO THE HELICOPTER BEFORE THE FLIGHT.

AFTER COMPLETION OF THE SIGHTSEEING FLIGHT, THE PILOT/OWNER OF N418SV DETECTED A DAMAGED LEFT SKID AND CONTACTED A MECHANIC TO HAVE A LOOK AT THE HELICOPTER.

THE MECHANIC CONDUCTED A BRIEF INSPECTION, NOTICED A SCRATCHED STINGER, IN ADDITION TO THE CRACKED AND BEND SKID TUBE, BUT DID NOT OPEN ANY COWLINGS.

ON MONDAY OCTOBER 27, 2014 THE PILOT/OWNER FLEW THE DAMAGED HELICOPTER TO THE REPAIR STATION FOR FURTHER INSPECTION, WHEN SUBSTANTIAL DAMAGE WAS FOUND DURING A HARD LANDING INSPECTION.

WHEN INTERVIEWED BY THE FAA, THE INSTRUCTOR LEASING THE HELICOPTER FOR THE TRAINING FLIGHTS AND THE TWO STUDENTS STATED THAT THEY DID NOT EXPERIENCE ANY HARD LANDINGS DURING THEIR FLIGHTS, NOR DID THEY FIND ANY ISSUES ON THE AIRCRAFT DURING THEIR PRE- AND POSTFLIGHT INSPECTIONS, EXCEPT A LOOSE TAIL ROTOR GEAR BOX CAP, WHICH WAS FIXED ON THE SPOT.

FURTHER, WHEN INTERVIEWED, A PILOT RATED PASSENGER FROM THE SIGHTSEEING FLIGHT STATED TO HAVE EXPERIENCED A SMOOTH FLIGHT FOLLOWED BY A SOFT LANDING.

THE PILOT/OWNER OF N418SV STATED, DESPITE PRE- AND POSTFLIGHT INSPECTIONS, NOT HAVING NOTICED ANY DISCREPANCIES OR DAMAGE UNTIL AFTER COMPLETING THE SIGHTSEEING FLIGHT ON SATURDAY OCTOBER 25, 2014 AT ABOUT 12.40 LOCAL TIME.

THE LOCATION OF THE ACCIDENT AND THE PILOT CAUSING THE DAMAGE REMAIN UNKNOWN AT THIS POINT.

THE PILOT/OWNER OF N418SV IS UNDER INVESTIGATION FOR FLYING THE AIRCRAFT IN AN UNAIRWORTHY CONDITION TO THE REPAIR STATION.