



Photo 1 – View of the helicopter on its side in a field (FAA Photo)



Photo 2 – View of helicopter on its side in a field (FAA Photo)

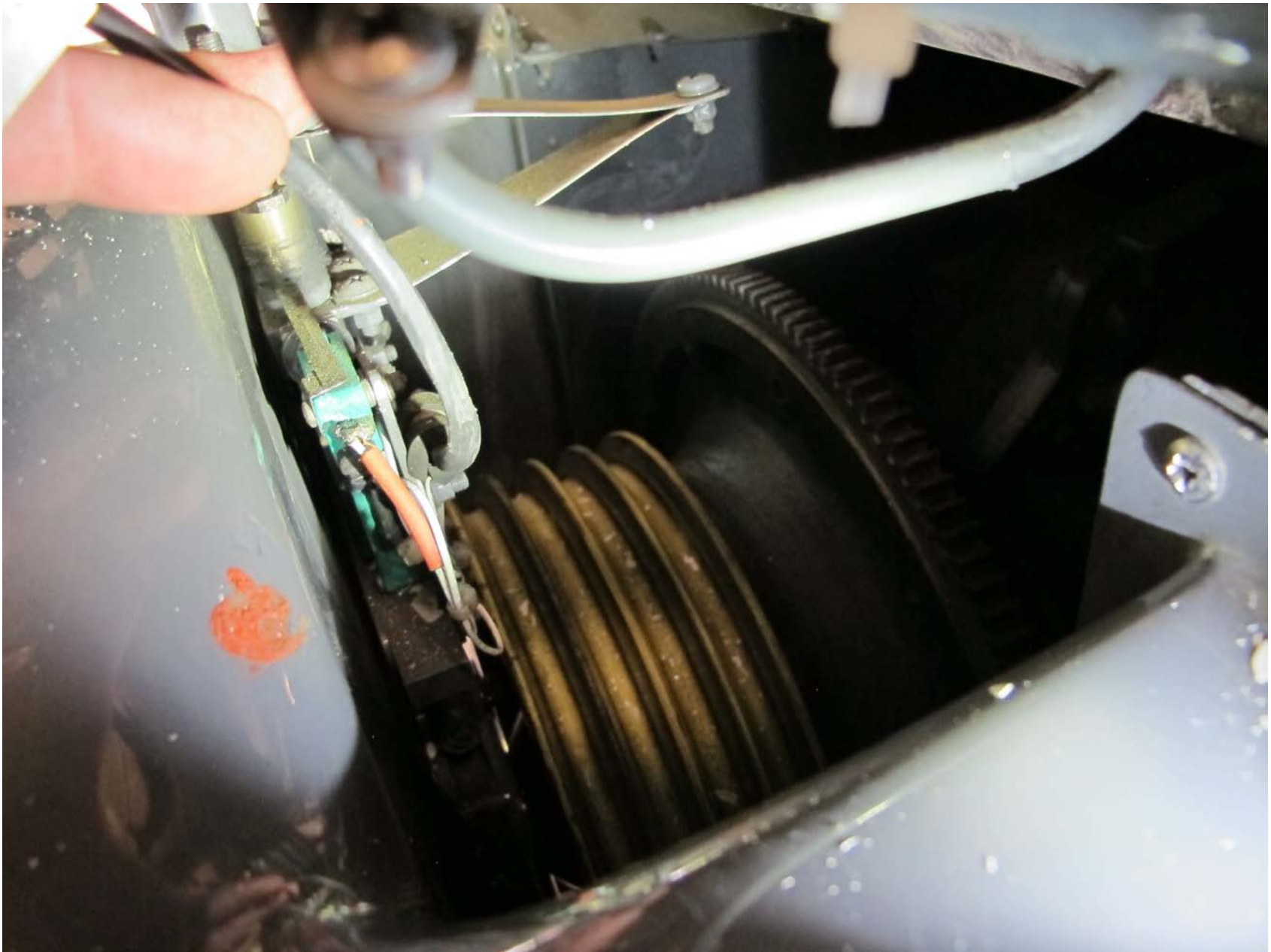


Photo 3 – View of lower sheave (RH Photo)

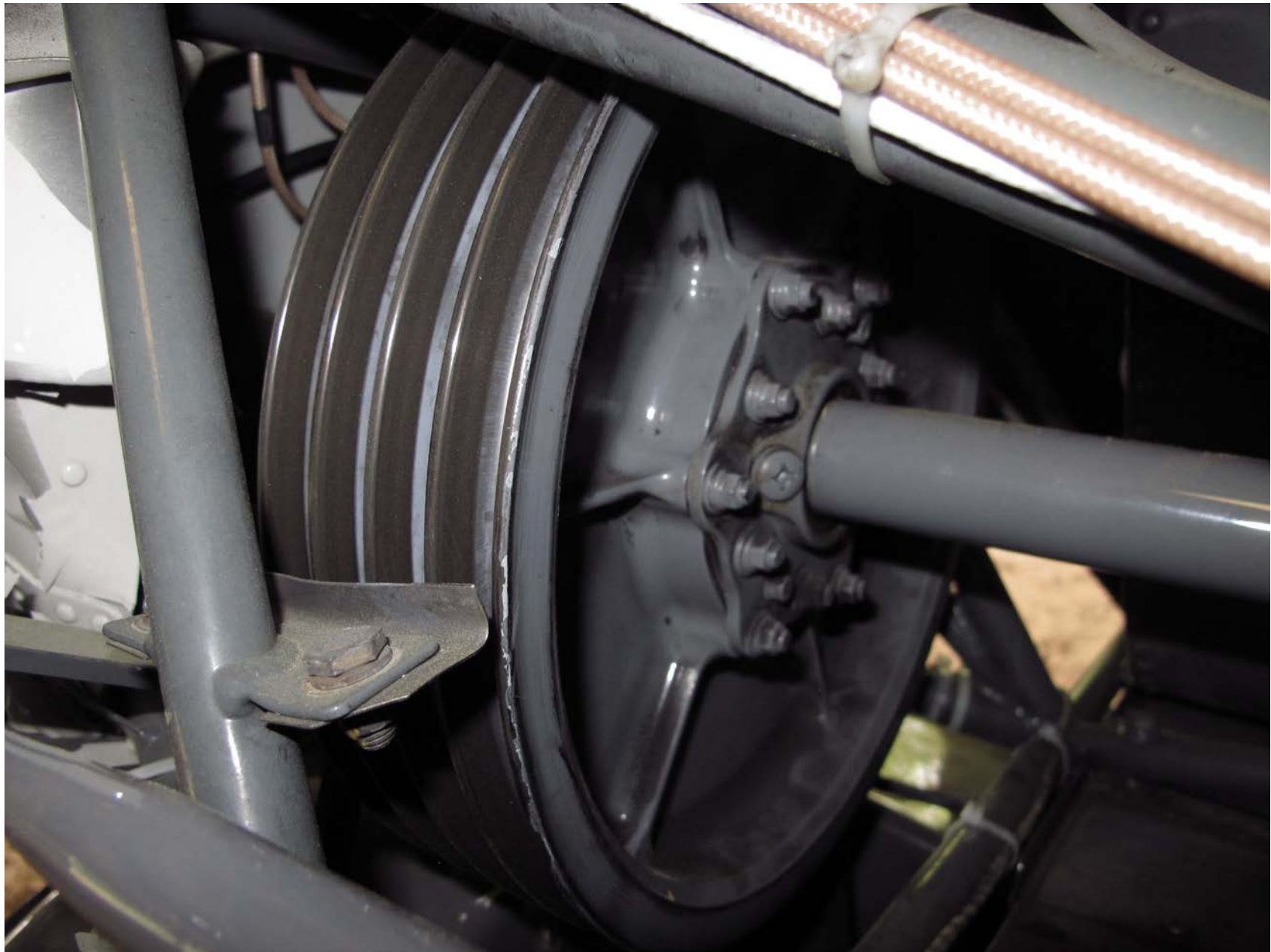


Photo 4 – View of upper sheave (RH Photo)



Photo 5 – Photo of a V-belt (RH Photo)



Photo 6 – View of V-belt contact surface (RH Photo)

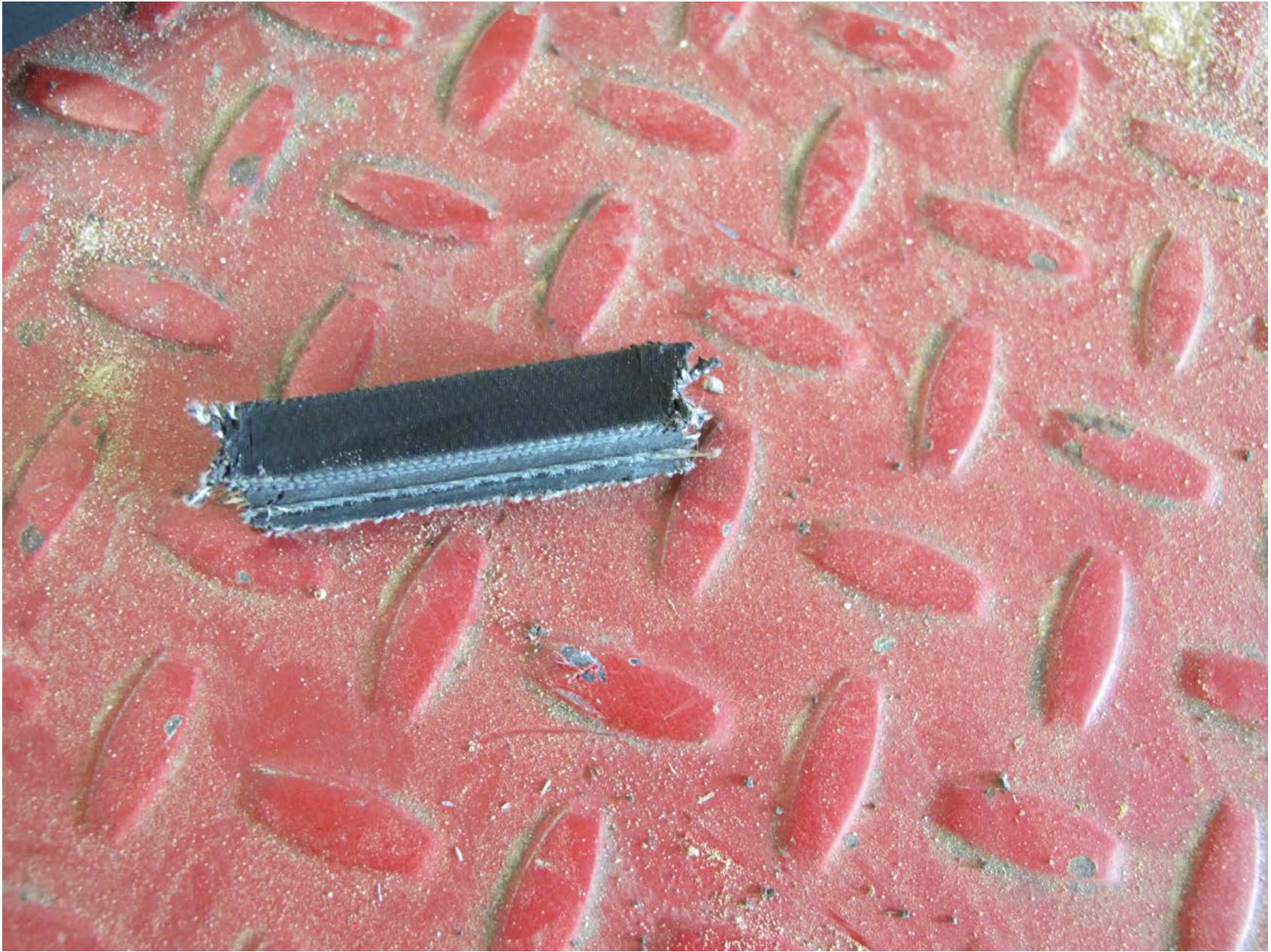


Photo 7 – View of small section of V-belt recovered separately (RH Photo)



Photo 8 – View of damage to V-belt. Note: V-belt cut for removal (RH Photo)



Photo 9 – Fracture surface of small section of V-belt (RH Photo)



Photo 10 – Rubber residue on frame tube adjacent to V-belt grooves and forward of grooves (RH Photo)

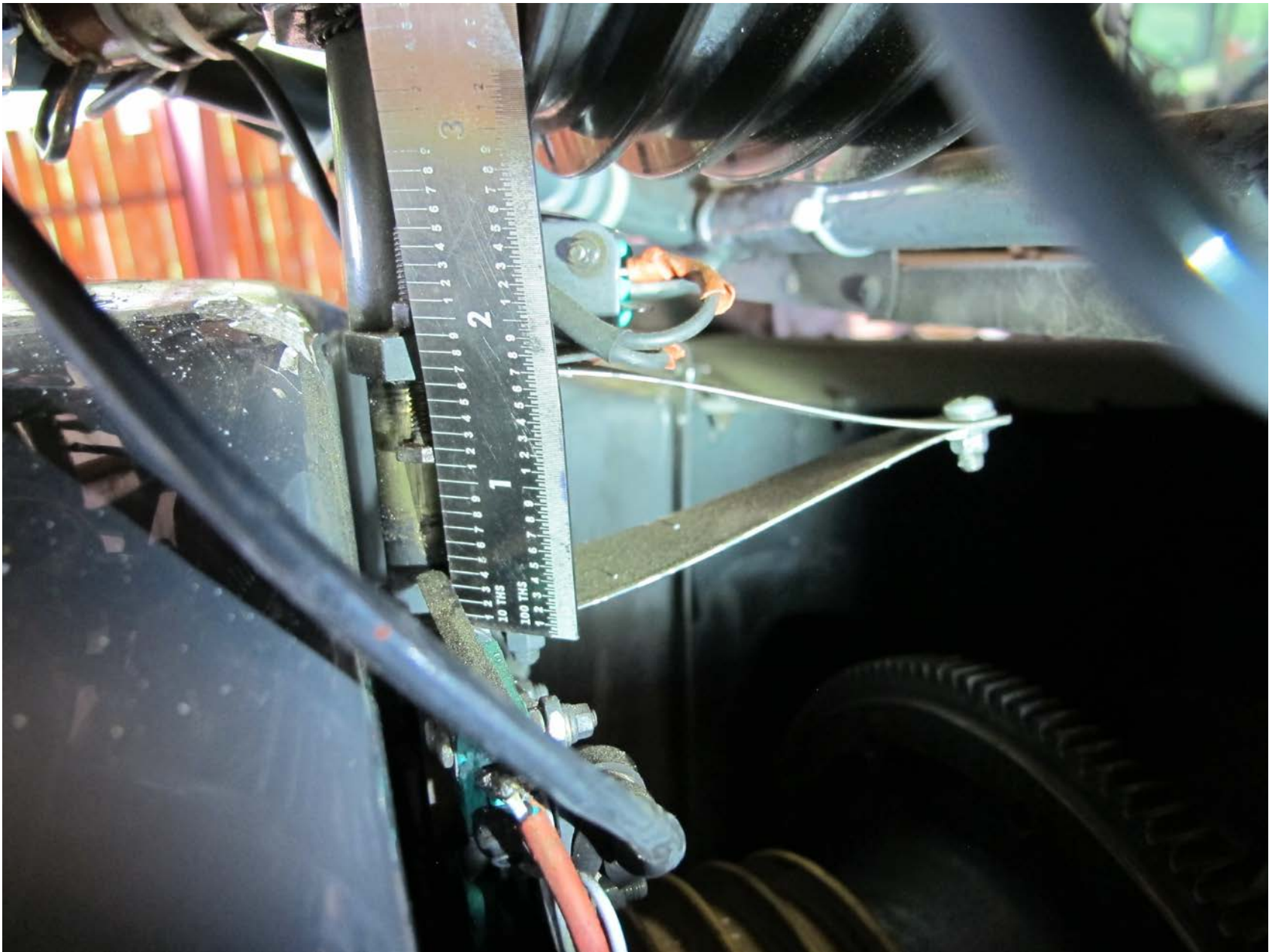


Photo 11 – View of clutch actuator extension distance (RH Photo)

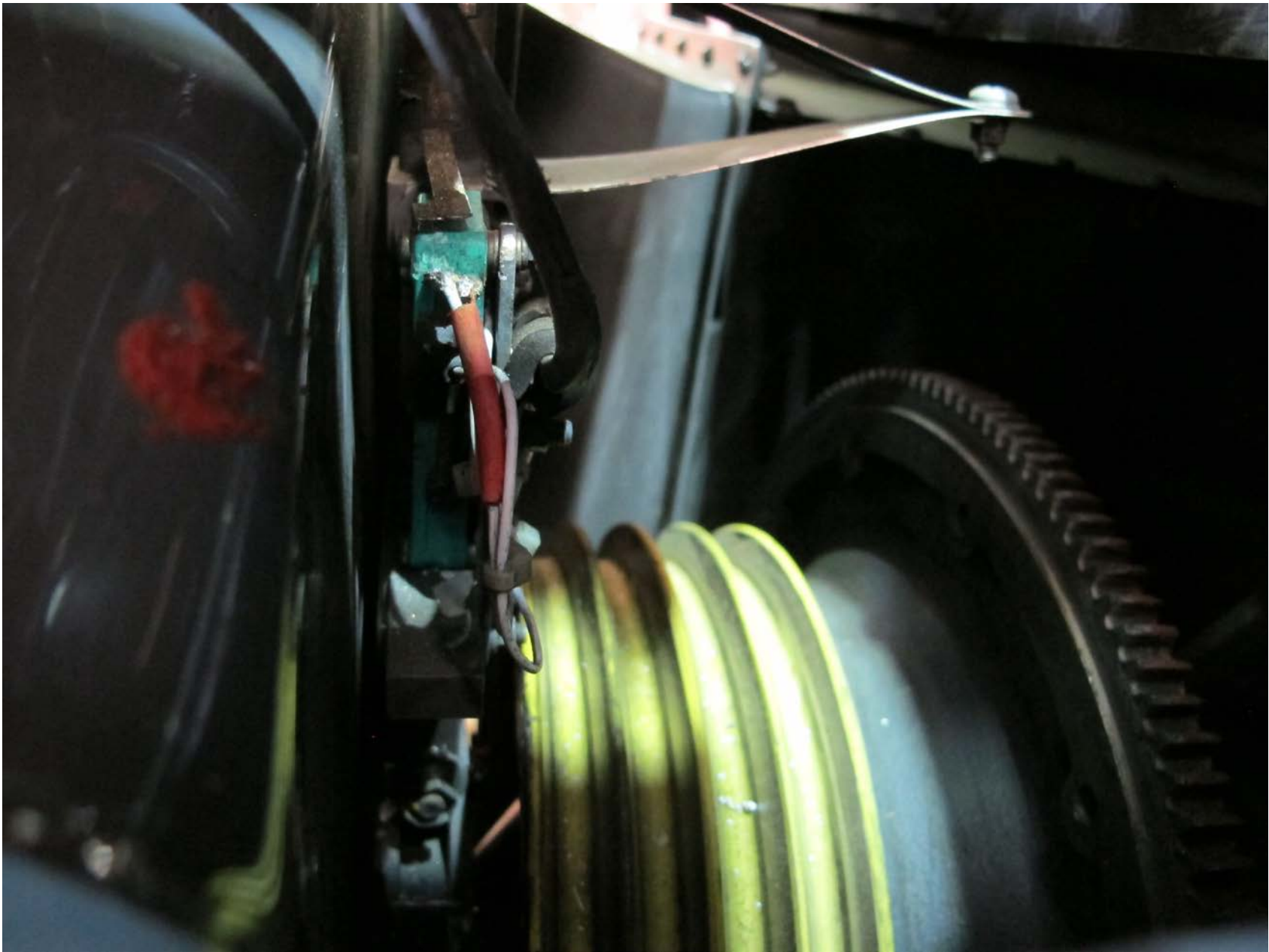


Photo 12 – View of field repair on actuator switch (RH Photo)

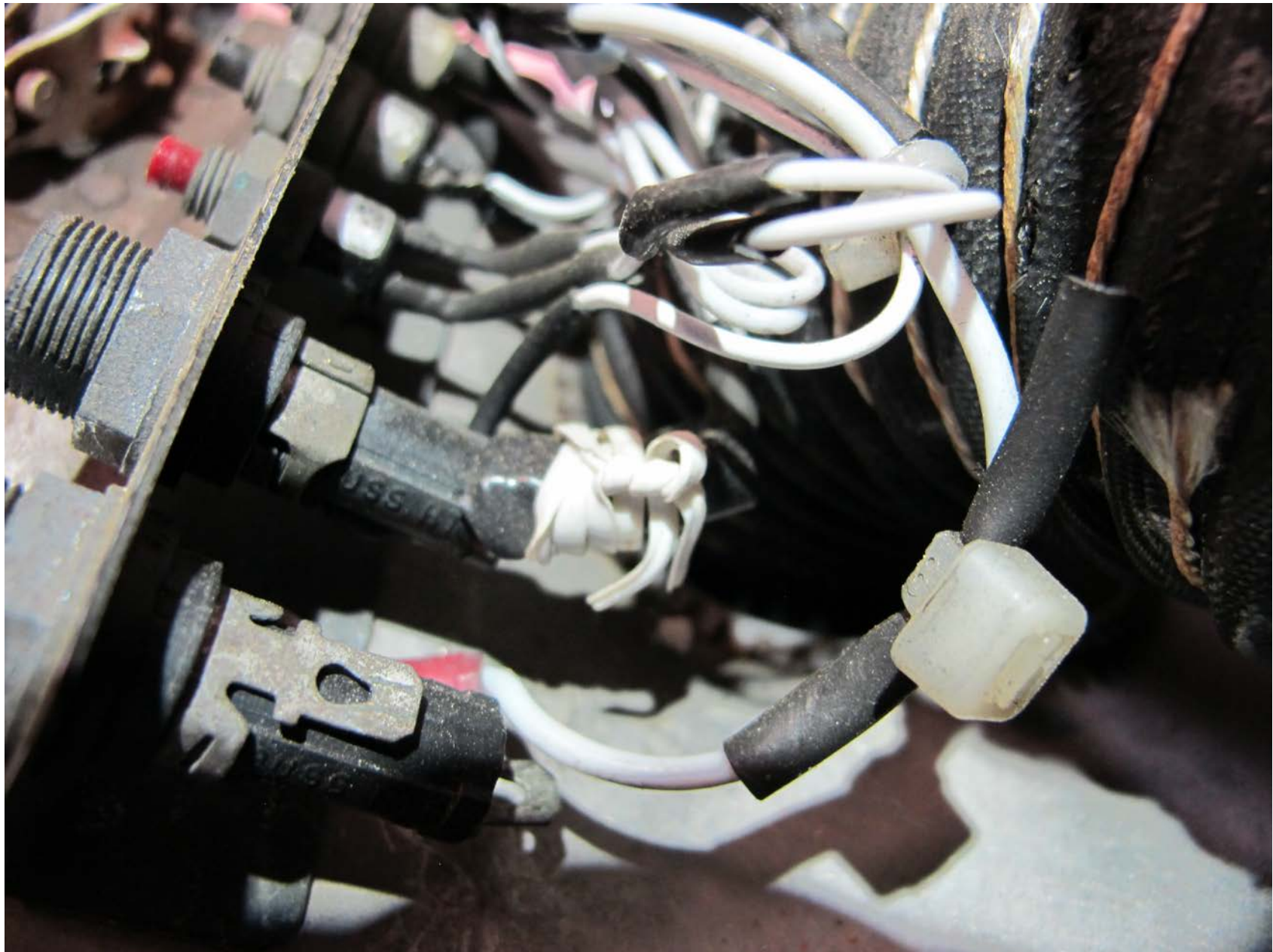


Photo 13 – View of wire tie and tape repair on actuator wires (RH Photo)

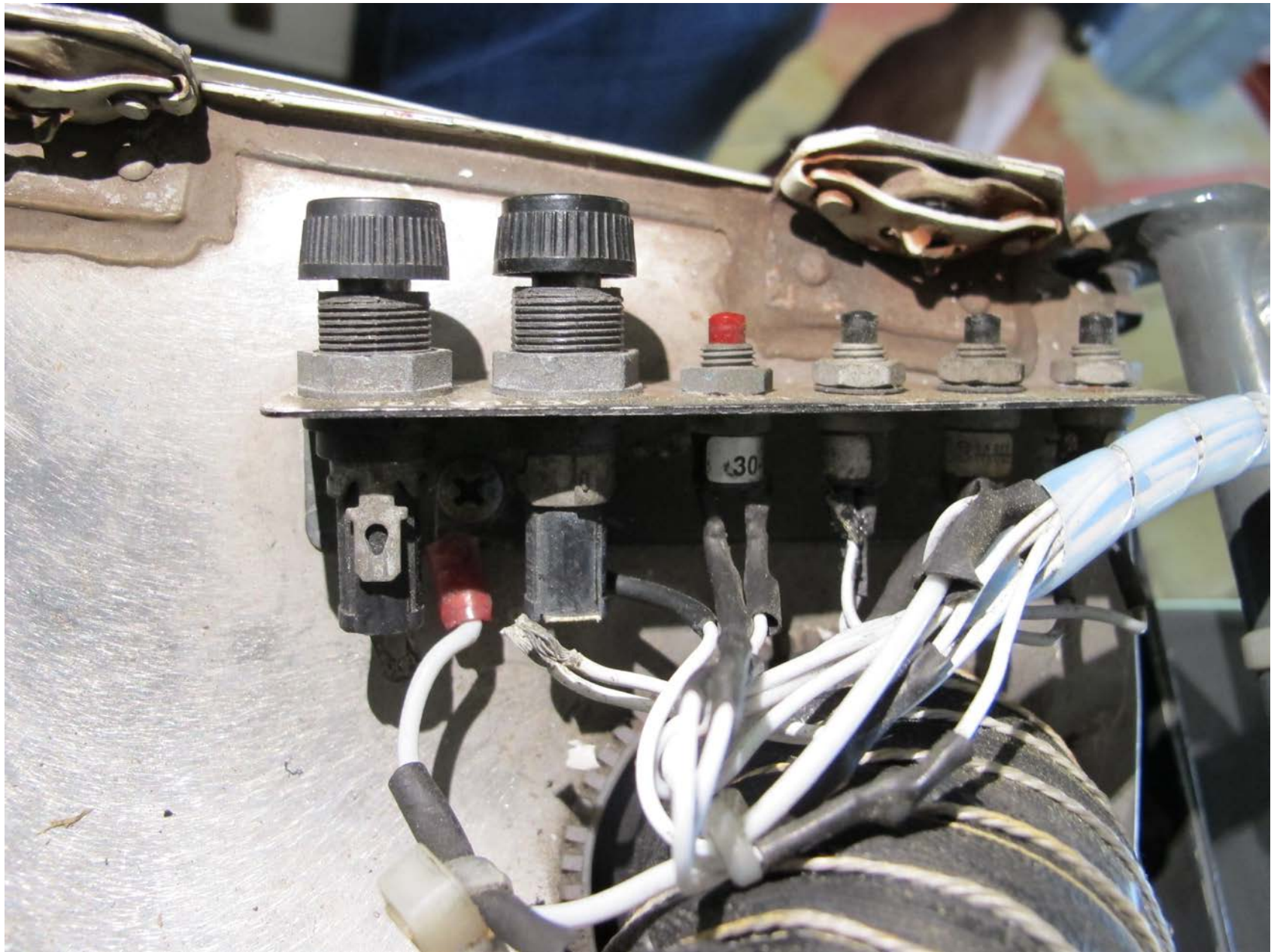


Photo 14 – View of terminal condition with wire tie and tape removed (RH Photo)



Photo 15 – Terminal of fuse holder (RH Photo)



Photo 16 – View of the backside of the terminal fuse holder (RH Photo)



Photo 17 – View of the 2-Amp fuse removed from the fuse holder (Blown) (H Photo)

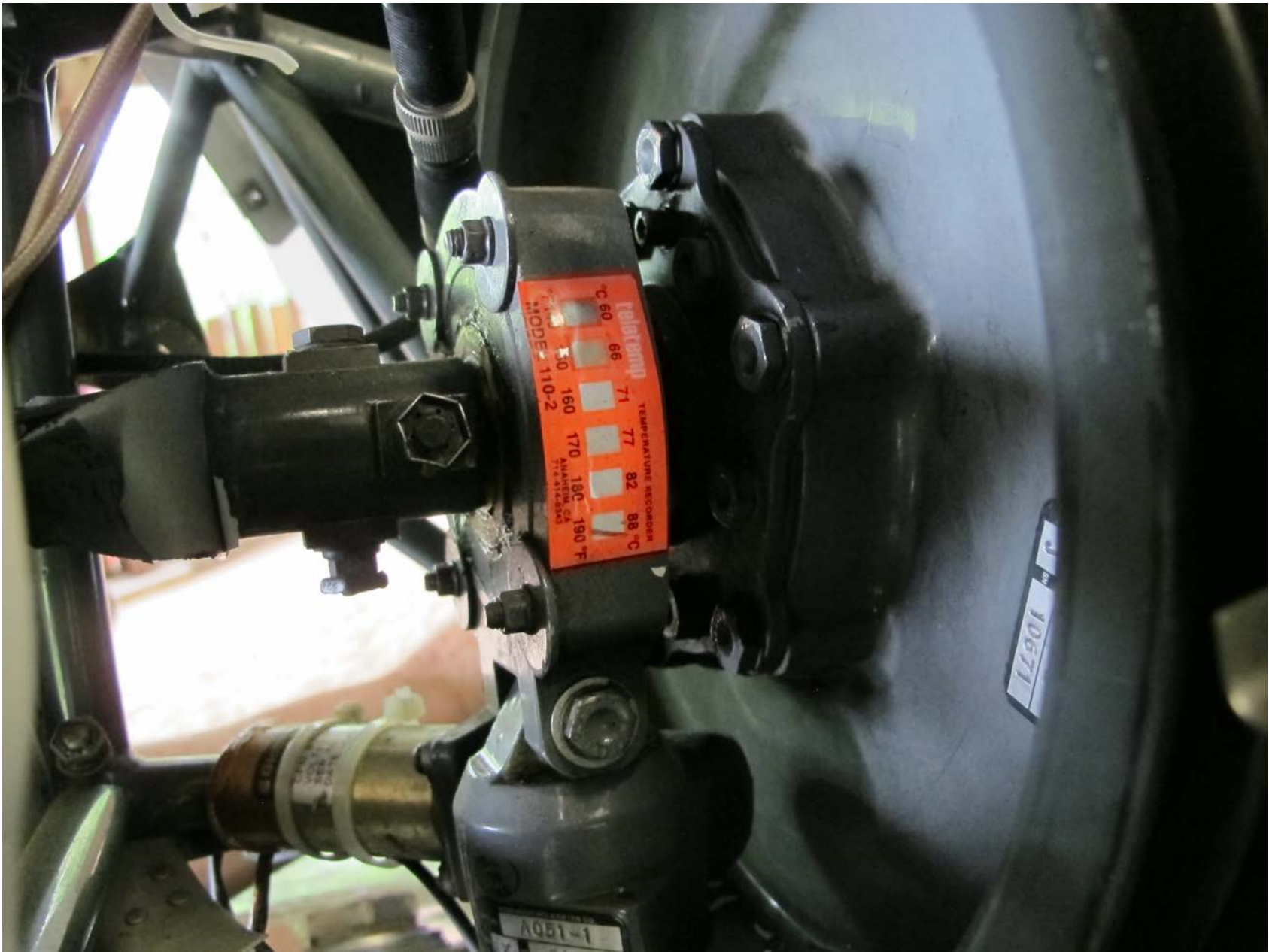


Photo 18 – View of upper actuator support bearing (RH Photo)