

Carson Helicopter Services
Weaverville, California
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LAX08PA259

National Transportation Safety Board
Washington, D.C.

Attachment 2

Wreckage Photographs

10 Pages



1. Photograph (courtesy Carson Helicopters Services, Inc.) of the left side of N612AZ taken prior to the accident.



2. Photograph (courtesy Carson Helicopters Services, Inc.) of the right side of N612AZ.
Note: A removable rubber seal surrounds each window to be used as an emergency exit during an emergency evacuation.



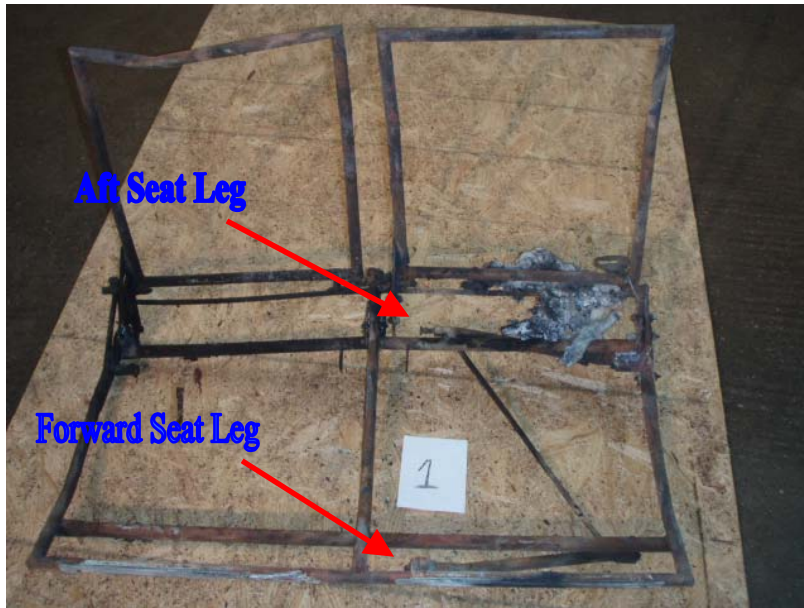
3. View of the wreckage. The nose of the helicopter is in the foreground and the tail of N612AZ in the background.



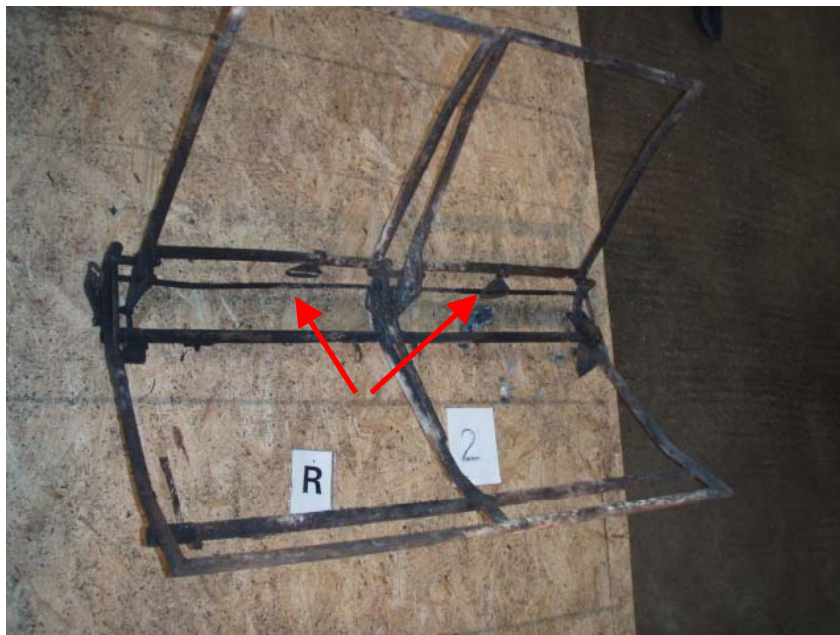
4. Red arrow points to a rubber window seal near the main wreckage.



5. Photograph of the charred remains of restraint buckles removed from the wreckage.



6. View of a double seat frame from N612AZ's wreckage.
Note: The seat legs are folded under the seat and the pan fittings separated from the seat legs. The forward single stud hold down fitting remained attached, and the aft seat leg hold down fitting separated.



7. View of a double seat frame. The seat legs separated and were found in the wreckage. Note: The red arrows point to the shoulder restraint end fittings that remained attached to the aft crosstube.



8. View of the seat legs that had separated from the seat and were cataloged as R above.



9. Close up of the fuel probe that melted to the aft seat leg, revealing that the double seat was from row 4 seats C and D on the right side of the cabin.



10. Photograph of the 3rd double seat found in the wreckage.
Note: The inboard seat legs exhibited compression bending and both hold down stud fittings separated from the seat legs.



11. Photograph of a forward facing double seat.

Note: the lower seat frame separated from the seat back, and the shoulder restraint end fittings remained attached to the aft cross tube.

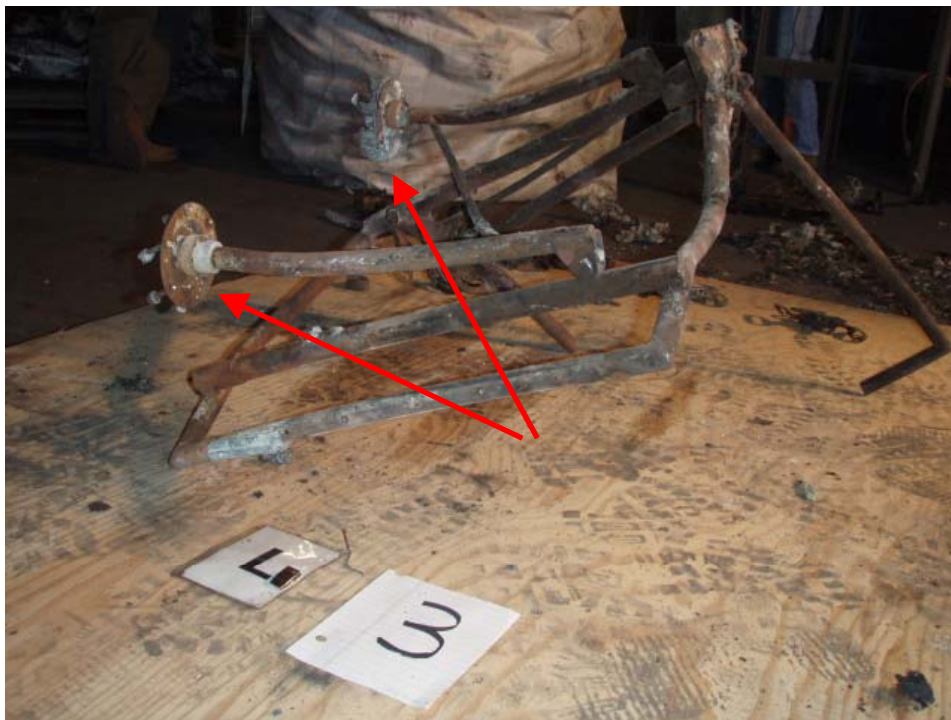


12. Photograph showing the aft facing double seat and a single high back single seat (for seat positions 1A and B and 2A.)

Note: Seats 1A and B are designed with short standoffs instead of seat legs, and seat 2A is designed with an extended seatback.



13. View of the inboard seat legs from a forward facing single seat.
Note: The single stud hold-down fittings separated from the seat legs.



14. View of a forward facing single seat.
Note: Red arrows point to the single stud hold down fittings and floor mounted pan fittings that remained attached to the seat legs.



15. View of the remains of a flight crewmember seat frame.



16. Photograph of single pin hold down fittings that were found in the wreckage.



17. View of restraint steel hardware pieces that were found in the wreckage.
Note: One lap-latch fitting and 2 shoulder restraint fittings are shown at the bottom of this photograph.



18. View of two shoulder restraint end fittings. The end fitting on the right became separated from the aidel clamp.



19. View of the left emergency exit hatch from N612AZ.