



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

September 26, 2022

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT ERRATA

NTSB No: DCA20LA100

A. ACCIDENT

Operator: Construction Helicopters, Inc.
Aircraft: Sikorsky S-61N, registration N908CH
Location: Camp Dwyer, Afghanistan
Date: April 20, 2020
Time: 0800 Local Time

B. FACTUAL REPORT CORRECTIONS

The following items are changes to the Airworthiness Group Chairman's Factual Report for NTSB No. DCA20LA100, dated February 13, 2022.

1. On page 17, Section 3.3 ("Pedal Damper Check Valve Housing and Bolts"), the sentence

The cracked (forward-right) bolt exhibited multiple cracks in the first three engaged thread roots. Both the fractured (forward-left) and cracked (forward-right) bolts appeared to conform to the required configuration based on grip length, thread length, and thread major and minor diameters.

should now read as

The cracked (forward-left) bolt exhibited multiple cracks in the first three engaged thread roots. Both the fractured (forward-right) and cracked (forward-left) bolts appeared to conform to the required configuration based on grip length, thread length, and thread major and minor diameters.

2. On page 24, Section 8.1 ("Auxiliary Servocylinder Assembly S/N 664"), the sentence

Additionally, according to the representative of the overhaul facility, the bolts for the pedal damper check valve housing were always replaced with new bolts per the S-61L/N Overhaul Manual.

should now read as

Additionally, according to the representative of the overhaul facility, the bolts for the pedal damper check valve housing were always replaced with new bolts. The S-61L/N Overhaul Manual required the installation of new bolts for the pedal damper check valve housing and specified they be torqued to a range of 45 to 50 inch-pounds.

Submitted by:

Chihoon Shin
Aerospace Engineer – Helicopters