

Brief of Accident (Continued)

ATL04TA116
File No. 18150

05/14/2004

Louisburg ,NC

Aircraft Reg No. N115ES

Time (Local): 15:10 EDT

Further examination found rubbing on the tailrotor drive shaft near the broken tailboom saddle attachment. Examination found that the tailboom support fitting fractured as a result of fatigue initiating at the base of a large corrosion pit on the tip surface of the forward wall. This surface, which was in direct contact with the tailboom, was only partially covered by paint, and contained extensive pitting damage. Following the fracture of the saddle support fitting the tailboom dropped and rubbed against the tail drive shaft fracturing it in overstress.

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

- Findings
1. (C) ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT BEARING - FATIGUE
 2. (C) MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

- Findings
3. DIRECTIONAL CONTROL - NOT POSSIBLE
 4. LACK OF CERTIFICATION - PILOT IN COMMAND
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Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

- Findings
5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

- Findings
6. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
Fatigue failure of the tailboom saddle fitting which resulted in a loss of aircraft control. Also causal was inadequate maintenance due to non-compliance to an airworthiness directive requiring inspection of the saddle fitting. A contributing factor was the pilot's lack of proper certification.