National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 7, 2017

In reply refer to: A-17-33

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
Washington, DC 20591

On June 5, 2017, the National Transportation Safety Board (NTSB) adopted our report concerning the May 4, 2016, accident in which an MD Helicopters 369E helicopter equipped with a Rolls-Royce 250-C20B engine, N629JK, impacted trees and terrain near Reedsville, Wisconsin.[1] Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, http://www.ntsb.gov, under report number NTSB/ASR-17/04.

As a result of preliminary findings in this ongoing investigation, we issued the following new recommendation to the Federal Aviation Administration:

A-17-33

> Issue an airworthiness directive to require all owners and operators of helicopters equipped with Rolls-Royce 250-series engines to comply with Rolls-Royce Commercial Engine Bulletins 318, 1402, 73-2076, and 73-4057, which call for the replacement of power turbine governors with ones that comply with Honeywell Service Bulletin GT-73-344.

Acting Chairman SUMWALT and Members HART, WEENER, and DINH-ZARR concurred in this recommendation.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days, as required by 49 *United States Code* section 1135, detailing the actions you have taken

[1] National Transportation Safety Board, *Spool Bearing Failures in Rolls-Royce 250-Series Engines*, NTSB/ASR-17/04 (Washington, DC: NTSB, 2017).

or intend to take to implement them. When replying, please refer to the safety recommendations by number and submit your response electronically to correspondence@ntsb.gov.

By:

[Original Signed]

Robert L. Sumwalt, III
Acting Chairman