

Mitchell Rasmussen
Air Safety Investigator
AS-ANC

Date: 03/14/2024

Subject: ANC24LA017 - Mechanic Interview

Contact: Kaina Lopez-Nakato, Mechanic, Jack Harter Helicopters

Mr. Lopez-Nakato reported possessing an A&P license, obtained about October 2022. Mr. Lopez-Nakato reported using the A&P license during his duties at Jack Harter Helicopters. Mr. Lopez-Nakato reported he started working at Jack Harter Helicopters as an apprentice, under Methak Fadami about 2019. Mr. Lopez-Nakato reported working a set schedule of about 40 hours a week, though sometimes the schedule changes. Prior to Jack Harter Helicopters, he worked at Blue Hawaiian from about 2014 - 2019 as an apprentice and detailer. Mr. Lopez-Nakato reported only working with helicopters at both companies. He primarily worked on the EC130 at Blue Hawaiian. At Jack Harter Helicopters, he worked on the AS350 and MD500. Jones Antala would mentor him during his work at Jack Harter Helicopters.

Mr. Lopez-Nakato reported completing no less than 20, 100-hour inspections in the past, just for the MD500. He reported completing about 20 in the last 6 months. He reported that the most recent 100-hr clutch inspection he had performed was the one completed February 21, 2024 - on the accident helicopter. He also stated that the last 100-hr clutch inspection he performed, prior to the one in February, was probably completed in December, 2023. Mr. Lopez-Nakato could not remember when he had last completed a 300-hr clutch inspection. He stated that 'wear on the splines' was the only thing that was odd that he had found previously during a clutch inspection.

Mr. Lopez-Nakato stated that Jack Harter Helicopter feels like a safe and open environment. He stated that if he saw someone doing something wrong, he would correct them or let them know and has done so in the past. He reported that he doesn't currently mentor any of the apprentices.

Mr. Lopez-Nakato reported the following about his involvement in the accident helicopter's most recent 100-hour inspection:

100-hour inspection

- Pulled out the clutch
- Removed coupling
- Visually inspected the bearing for play/axial play
- Checked splines for wear
 - Also performed a 100-hr on the engine.
 - o Checked fuel nozzle, burner can, turbine blades, compressor, turbine, and gearbox.
- Took about 2 days total to do the inspection
 - There was 1 more mechanic present at inspection, some apprentices.
 - Had another mechanic oversee his work before moving to another task. Believe Don helped oversee his work.
 - Mr. Lopez-Nakato stated that, according to the book, everything checked out fine.

Mr. Lopez-Nakato reported that no one in the shop is assigned to dole out tasks. The mechanics see if they have assignments to be completed, then choose which assignment to complete on their own, referencing the checklist, then the AMM. At the end of the day, put away tools, make sure aircraft tooling is not left behind. At the beginning of the day, double check the checklist, then see what needs to be done. Mr. Lopez-Nakato reported that, after every inspection, there's a master checklist with a sign-off area that they initial. Mr. Lopez-Nakato stated that they sign off their completed work, which is on a printed out checklist, on a clipboard inside in the AMO or on one of the tables. Mr. Lopez-Nakato reported that, when greasing the

splines, they have access to a cabinet with labeled consumables. The individual reported using his finger with gloves to apply the grease.

Mr. Lopez-Nakato reported also completing an oil level check for the clutch. He reported that he installed the clutch into the helicopter, performing the oil level check with a ruler. He reserviced the oil on this clutch.

Mr. Lopez-Nakato reported no changes in procedures in how the 100-hr inspection is performed and no change in type/brand of grease used.

For the output bearing, the individual reported the following procedures:

- filled the cavity with grease, 70-75%.
- Regreased the splines, reported having no trouble doing so.
- Has not had to pull the output bearing out from clutch during regreasing.
 - Fills the cavity in the bearing, the grease will come out from the bottom, will see it come out.
 - The bearing and bottom spline have one type of grease, the top splines have a different grease.
 - The individual stated that he believes the riveted cage type was installed for the accident clutch.

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Contact: Scott Eleu Ota, Mechanic, Jack Harter Helicopters

Mr. Ota reported attending A&P school at HCC, receiving his A&P license about February 2022. The individual reported using his A&P license during his employment at it at Jack Harter Helicopters beginning in April 2022 when he was hired on as a mechanic. Mr. Ota reported that he performs maintenance on the MD 500s and AS350 as part of his duties at Jack Harter Helicopters. Mr. Ota reported having no prior work experience before Jack Harter Helicopters. He reported having no apprentices work under him and reported that he received mentorship from about 4 senior mechanics. Mr. Ota reported working for Jack Harter Helicopter was a pleasant experience. Mr. Ota reported working a regular schedule on Tuesday, Wednesday, Thursday, and Saturdays between 0800 – 1830.

Mr. Ota reported that work environment at Jack Harter Helicopters is good and that the mechanics in the shop all get along. He reported that the maintenance department is friendly and open to suggestions for improvements. He reported that he checks other mechanics' work and gets his work checked. Mr. Ota reported that he typically likes to get one or two other people to look over the work that he does.

Mr. Ota reported that he had completed about 20-40, 100-hr inspections and about 10-20, 300-hr inspections while he worked for Jack Harter Helicopters. Mr. Ota stated that he could not recall if he had completed the last 100-hour inspection of the accident helicopter. He reported that he believed he performed the previous 300-hour inspection in January. When asked which tasks he completed for the 300-hour inspection, Mr. Ota stated that he could not say exactly without looking at the checklist.

Mr. Ota reported that the mechanics have an option for what sections of work they want to do and that he doesn't have a preference on specific areas. The individual stated that the 300-hr inspection and 100-hr inspection both typically take 2-4 days to complete.

Mr. Ota stated that he likes to finish his tasks before leaving for the day and that, if he can't complete a task before the end of day, he will not start it. If needed, he will wait until the next day to complete the whole inspection. When he completes a task, he initials/signs off as each one has been completed, and he makes sure he verifies sign offs before leaving for the day.

Mr. Ota reported that he has never seen damage to the clutch during an inspection. The individual reported that he has never seen damage to kaflex driveshaft during inspection. Mr. Ota reported that he has never had any issues with the clutch before.

When asked, Mr. Ota could not remember which type of bearing was installed in accident clutch.

Mr. Ota reported the following experience with working on the clutch:

- He has performed the inspection At least 5 times and has not experienced difficulties with the work in the past. During his time at Jack Harter Helicopters, he has performed the output bearing inspection and regreasing. During the inspection, he reported that he feels bearing for roughness, performs a visual inspection, and completes what the checklist says.
- During regreasing, he puts sufficient grease to purge old grease, until fresh grease comes out. For the regreasing, he reported that he only recently began removing the bearing because he is now using a greasing tool that requires removal. He Started to use the tool last week. He reported that they have tubes of grease stored in the hangar and when they grease, they put the grease in a grease gun.
- He reported that there will usually be grease in the bearing when he goes to regrease. He stated that, typically, the old grease Looks like normal grease. He has never seen it dried out or melted. He reported that, when it comes to purging, it takes a bit of time to get old grease out.

- He Reported no recent changes to procedures beyond the pulling of the bearing during regreasing. The individual stated that that he only removes the bearing while performing the 300-hr checklist. However, he does grease it at the 100-hr even though it doesn't say to do so. The individual stated that, when he greases the bearing during the 100-hr, he would remove the upper retainer, put grease on the bearing, and use the retainer to work the grease through the bearing until grease comes out the bottom.