



MEMORANDUM FOR RECORD

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Air Safety Investigator
Office of Aviation Safety – Western Pacific Region

Date: June 15, 2016
NTSB Accident Number: WPR16LA057
Examination Report – N133AB, Enstrom 280

- The helicopter was examined at the salvage facility in Phoenix, AZ.
- The helicopter was largely intact with some damage to the fuselage and tailboom, as well as spreading of the skids.
- The main rotor blades were significantly damaged.
- The tail rotor drive shaft was sheared in a manner consistent with overstress failure. The tail rotor turned freely by hand.
- Cyclic and collective control continuity was established from the cockpit controls.
- The clutch engaging lever moved through its full travel, with no anomalies noted.
- The engine cooling fan was intact and undamaged. There was no rotational scoring observed on the housing.
- The bottom spark plugs were removed and exhibited normal wear characteristics. The #1 and #3 plugs were wet with oil.
- Visual examination of the belt drive system revealed no anomalies, and the belt drive was removed to ensure disengagement of the main rotor during the engine test run.
- Power was applied to the helicopter via an external battery, and the engine was started utilizing the fuel onboard.
- The engine started, accelerated smoothly, and ran for several minutes through all power settings with no anomalies observed.
- A normal engine shutdown was completed by pulling the mixture control to the idle-cut off position.
- No anomalies were observed with the helicopter that would have precluded normal operation.

END