



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

June 29, 2017

AIRFRAME EXAMINATION SUMMARY

WPR17LA113

This document contains 0 embedded photos.

A. ACCIDENT

Location: Rockville, Idaho
Date: May 26, 2017
Aircraft: Bell 206B, N24FS
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered wreckage revealed that the tailboom was separated just aft of the attach point to facilitate wreckage transport. Flight control continuity was established from right seat cockpit controls to the main rotor and aft to the area where the tailboom was separated. Flight control continuity continued throughout the remaining portions of separated tailboom to the tail rotor. The airframe fuel filter was removed and examined. The filter assembly and fuel within the bowl was free of debris and clear in appearance. The main rotor was rotated by hand and it rotated freely with no binding or noise from the transmission.

The engine to transmission output shaft was of a KAFlex type. Both the forward and aft portions of the drive shaft remained attached to the engine and transmission. However, the middle portion of the shaft was separated from both ends and exhibited mechanical damage. Associated mechanical damage to the surrounding area was observed. A large hole in the air separator housing was observed directly above the shaft. The transmission isolator mount bolts were separated and the nut, cotter pin, and remaining bolt shanks of the two bolts that are installed through the bearing assemblies were not located. The transmission chip detector was removed and found free of debris. The tailrotor gearbox chip detector was removed and found free of debris. The tailrotor was rotated with no binding noted within the gearbox.

Power was applied to the airframe. Both fuel pumps were operated and fuel was expelled from the airframe fuel filter inlet fitting.

The remains of the transmission isolator mount and located hardware, engine to transmission shaft with KAFlex housings were retained for further examination.

Submitted by: Joshua Cawthra