

From: [Smelser, Brad](#)
To: [Salazar Fabian](#)
Cc: [REDACTED]
Subject: Dynamic run test
Date: Wednesday, June 15, 2022 12:16:17 PM
Attachments: [image001.png](#)

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Hello Fabian,

This past few weeks Kaman had identified a set of blades and flaps to conduct a dynamic test rig run on with the intent of seeing what happens to KMAX blades when the inboard close-out is compromised. The blades were a RH set and they were spun initially to ensure we had base-line data concerning track relative to each other as well as flight control loads. Once we were satisfied that the blades met a standard KMAX blade criteria, we removed the inboard close-out of the "B" blade (red) flap. At this time we increased RPM through 130, 200, 240 and Max of 270. When the speeds were stabilized we introduced collective pitch with torque readings starting at 50%, 75, 100 and finally 150% which is aircraft MAX torque. There were no signs of flutter or out-of-track conditions nor were the flight control loads out of any limits. We also took video of the "B" blade during this run and it showed no signs of instability as well. The blades were visually inspected and showed no signs of cracking in the bond line area, especially around flap horn. We are compiling all of the data that we have concerning the flaps with hopes of having that distributed by the end of this week, most of which will have to be on Sharefile as some of the files are fairly large.

We are extending the offer for anyone who wishes to witness this run next week, say Wednesday or Thursday, there will not be much to see but I still wanted to ask. If that is too soon then please let me know what works and we will adjust to meet anyone's requirements. Thank you, Brad.



Brad Smelser | Director of Customer Service/Flight Test
[REDACTED]

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