

ZOË KELIHER
Sr. Air Safety Investigator
Office of Aviation Safety – Western Pacific Region

All persons listed were interviewed by NTSB personnel:

The following is a summary of conversation:

JOHN BRIGHAM (PILOT)

I had just entered the field to spray and was spraying, so torque was 70 to 90% had just installed fresh O/H Governor the day before when I heard a snap and Helicopter started spin i rolled off throttle to control torque thinking I had lost tail rotor control. after helicopter came to rest I moved Throttle past detente to cut fuel don't think engine was running at that time.

He thought that if he had someone help him spin the blades slowly while he could inspect the Kaflex Drive he may have seen if the plates had moved. It would also be helpful to have someone start and stop movement while reversing the blades to see if there is any movement in the plates.

BASIL TYROPOLIS (KAMATICS CORPORATION)

The shaft in question part number SKCP2348-101 (stated as SKCP2346-101 in the NTSB pilot report) with serial number 4041. The shaft was shipped out of our facility on 10/15/2018. We have torque records for this shaft and I can confirm all bolts were torqued within their specified range. The pilots report states the last shaft inspection was done 98 flight hours prior. For reference service instruction for this shaft SIN 2348 (enclosed) states a daily inspection is to be done. The daily flight inspection requirements are stated below. It would be good to verify if the 98 hours is inclusive of the daily inspection.

SECTION 3
INSPECTION OF KAflex DRIVESHAFT

1. Inspection

DAILY INSPECTION
BEFORE FIRST FLIGHT OF THE DAY

1. Check general condition of KAflex Driveshaft.
 - a. Check for loose and missing hardware (bolts, nuts, washers). If loose or missing hardware is found, return driveshaft to **Kamatics Corporation, 1330 Blue Hills Ave., Bloomfield, CT 06002**. Include description of reason for return and copy of historical record card with driveshaft.
 - b. Inspect flex frame and mount bolt torque stripes for evidence of slippage.

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.