



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: January 18, 2018
Person Contacted: Mr. Bugli, Tamarack Helicopters President
NTSB Accident Number: WPR17LA002

Narrative:

During a telephone conversation Mr. Bugli stated the following:

He has seen ovaling of the fin case before, and although he has seen damage to studs, he has never seen damage to all the studs and fin holes at the same time, or fretting to that degree.

Typically, a helicopter will perform 30-40 turns an hour for logging maneuvers, and more for agricultural applications.

The 90 ° tail rotor gearbox has a 1200-hour overhaul cycle, and typically you will see grey “mungy” material at the interface as evidence of looseness of the gearbox studs.

A compressor stall can sometimes cause looseness of the studs, and evince of such a stall can sometimes be seen on the costing side of the gearbox gears, where damage can sometimes be observed.