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Date: August 6, 2024

Subject: WPR24LA243, Summary of conversation

Contact: Eric Messina, Aviation Safety Manager, MD Helicopters

A follow-up examination with an air safety investigator from MD helicopters of the airframe revealed no anomalies. It further revealed that the tail rotor system was rigged within limits according to manufacturer standards. Flight control and drive train continuity was confirmed from the cockpit to all main and tail rotor flight control surfaces. The follow-up examination took place on August 1, 2024, which also included an FAA Inspector.

The safety manager further reported that the 4-bladed system is susceptible to loss of tail rotor effectiveness while operating in high winds, low airspeed (typically below translational speed) with high power settings, and near max gross weight or above.

The safety manager reported that he decoded the measured gas temperature limits (TOT) exceedance information from the recorded data within the TOT gauge while the helicopter was in powered flight during the accident sequence. One operation at 828°C for 8 seconds was within temperature limitations but exceeded the duration limit of 6 seconds. According to Rolls Royce M250-C20 Table 8: Measured Gas Temperature Limits, temperatures observed during power transients, as revealed above, require the removal of the turbine for heavy maintenance or overhaul.