



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: February 21, 2018
Subject: NTSB Examination of N926KB
NTSB Accident Number: ERA17LA335

On February 20, 2018, the engine was examined by the NTSB. The engine was clean and free of debris, and oil was present in the oil tank. The presence of metallic spatter was discovered on the spark plug electrodes.

A coolant return line (which was rated for a maximum temperature of 200° F), was discovered to have melted off the brass connector.

Scoring was noted on the sides of both the No.1 and No.2 pistons. Additionally, the sides of the No.1 piston were fractured, and fragmented, and large pieces were missing. The tops of both pistons however were intact, oil was present, and no holes were in the top of the pistons.

The helicopter was equipped with an MGL Avionics Stratomaster Velocity Engine Monitor which retained the last recorded values. During the examination, when powered up, the last recorded maximum values were:

- CH 1: 1122° F - No.1 Cylinder Exhaust Gas Temperature
- CH 2: 1144° F - No.2 Cylinder Exhaust Gas Temperature
- CH3: 600° F - Cylinder Head Temperature
- CH4: 600° F - Radiator Temperature