

From: [park davis](#)
To: [Mccarter Aaron](#)
Subject: Re: Accident - N911FK - S76A
Date: Saturday, January 6, 2018 6:11:24 AM

Mr McCarter,

Last night was my first night back to work since the fire and after preflight I have this to add.

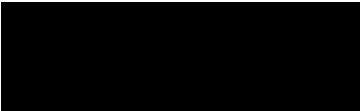
I re-looked at the picture (i assume you have been sent all pictures) of it burning and it is definitely burning quite well. Rotor brakes are not flammable but that area in a helo generally has a lot of accumulated slung grease and oil and deck drain lines for oil and it is not a problem. Our rotor does not generate enough heat in an application to be a problem but our system also does not detect if 1 or both puck are slightly stuck. That is the only way I can imagine a heat cascade event starting in that area of the helo. Rotor down-wash likely would have prevented an excess build up but once they were stopped heat would be able to transmit to nearby grease and oils. Pre-fighting last night reminded me just how much burnable stuff there is in that area.

My concern is that there is no detector or extinguishing of heat or flame in that area of the helicopter and while I did get an indication to secure an engine due to excess ITT I do not think that is the best detector.

Please let me know if you have any questions.

S/F
H. Park Davis



On 4 January 2018 at 13:23, Mccarter Aaron  wrote:

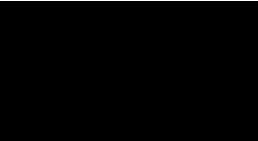
Mr. Davis,

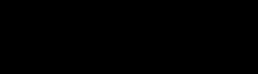
Thank you and I appreciate your description of events. If there is anything you want to add or wish to discuss further, please don't hesitate to call or email.

Aaron McCarter

National Transportation Safety Board

Air Safety Investigator

Office 

Fax: 



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