

12/ 15/ 17 1330 Hours

1. 0637 Lift from KMTH
2. 0649 Land at Coral Shores High school center of soccer field.
3. Rotor Brake used to stop rotor after flight Idle set on engines and Nr less than 60.
4. Medic and nurse exited Aircraft after blades stopped.
5. Set about programming next leg and review I pad.
6. Noted #1 engine fluctuation in N1 and a slowly rising ITT
(crew was in ambulance so best guess for item 6 is Land +3min.)
7. #1 engine secured
8. Shutdown was normal with ITT stable dropping below 300
9. Noted the Flight Nurse A. Gomez waving arms and yelling I am on fire and also noted activity level and focus of all parties looking my way.
10. No gauge/light correlations to indicate I was on fire in cockpit.
No fire lights and nothing else erratic.
11. Executed emergency engine shutdown to bring off #2 engine.
12. Unstrapped and stepped out of aircraft to see flames exiting right Intake as well as top of hole in center of fuselage.
Decided best course of action would be expend fire agent into engine compartment before moving away from Helo.
13. Both Fire handles pulled and then Selected Main and Reserve to blow both bottles into engine compartment. Audible pop/hiss heard twice.
14. Fire Truck was starting to move toward aircraft and then the hose was uncoiled and water applied into both intakes until visible flames stopped.

Preflight was conducted at 0300 and nothing out of ordinary was noted

Post Flight Noted the following:

#2 Air Pump CB was popped

All fluid missing in Rotor Brake reservoir, rotor did not move so assumption is the fluid drained Post Shutdown.

Did not check Eng oil level post fire but all other fluid levels were where they were at 0300 and no LRB were tripped.

Engine indications on #1 in my opinion due to heated air being pulled into #1 engine; No erratic indications on #2 since it was shut down

H. P. Davis

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