

Shin, Chihoon

From: Beckstrom, Rick (FAA) <[REDACTED]>
Sent: Monday, May 4, 2020 4:16 PM
To: Shin, Chihoon; Rivera, Ronald D (FAA)
Subject: FW: 2IS Statement
Attachments: image0.jpeg; ATT00001.htm; image1.jpeg; ATT00002.htm; image2.jpeg; ATT00003.htm; image3.jpeg; ATT00004.htm; image4.jpeg; ATT00005.htm; image5.jpeg; ATT00006.htm; Video.mov; ATT00007.htm; image6.jpeg; ATT00008.htm; image7.jpeg; ATT00009.htm; image8.jpeg; ATT00010.htm; image9.jpeg; ATT00011.htm

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Gentleman,

Attached is the information from the Pilot.

Mr. Shin,

Due to what the nature of the circumstances are I believe that the office is going to assign this to a maintenance inspector. We will continue our correspondence until the handoff is made.

Respectfully,



Rick Beckstrom

Aviation Safety Inspector
South Florida FSDO-19
2895 SW 145th Ave., Suite 120
Miramar, FL 33027
Office: [REDACTED]
[REDACTED]

From: Cooper I. MacNeil <[REDACTED]>
Sent: Monday, May 4, 2020 3:51 PM
To: Beckstrom, Rick (FAA) <Rick.Beckstrom@faa.gov>
Cc: [REDACTED]
Subject: 2IS Statement

Hi Rick,

I apologize for this taking so long, today is my brothers birthday and we are enjoying the day. Please see my statement below as well as all of the photos you requested in your email this morning. Please let me know if you need anything else.

Best,
Cooper

Helicopter information:

Registration: N1WT
Aircraft: Airbus: H125
Serial Number 8594
Aircraft Hours: 108.0

Prelude:

As a Student Pilot Cooper Ian MacNeil, age 27, Student pilots license number [REDACTED], First Class Medical dated [12/16/2019](#), number [REDACTED], with a total of 8 hours of solo time and 130+- hours of flight time, nearly all in an A-Star, I was trying to finish the FAA requirement of 10 hours of solo time to qualify for the PPL Check Ride on this trip.

Incident:

I started off my day as I have done nearly every day for the last two months. I arrived at FXE [at 10am](#) and started to preflight the helicopter using the Airbus preflight checklist. I opened every cowl and checked everything over: looking for leaks, loose parts, making sure the engine had a sufficient amount of oil, and checked both hydraulic reservoirs to make sure there was a proper amount of fluid in each tank. I checked both the A/C belt and the hydraulic belt to make sure they were not showing abnormal signs of wear. I climbed up top by the main rotor head and checked all the bushings, etc. to make sure everything was good to go. As everything looked great, I had a final word with my instructor and I then did a final walk around of the aircraft before I hopped in and then used the start up checklist to start the helicopter and get everything going. I then did my normal hover check to make sure everything felt and looked good, including the hydraulics, and departed FXE at approximately [10:45am](#). I flew eastbound to the shoreline, and then headed north transitioning through both PMP and BCT's airspace before landing at LNA. I departed LNA and headed towards 2IS. Upon entering the left downwind for runway 13 at 2IS, the pedals went rock hard, along with the HYD 2 and SERVO lights illuminating themselves on the CWP. There was some light smoke in the cockpit and a significant burning smell. I knew I had a hydraulic failure due to the lights and the severely increased load in the pedals. I immediately opened my window to clear some of the smoke/smell. I came on the radio and announced my emergency. I then slowed down the helicopter gradually, remembering the training that my instructor taught me for this situation as we had practiced a HYD 2 failure in training. I extended my downwind to give myself enough room to execute a shallow approach to a run on landing. I then made a nice gentle left base turn to final, continuously decelerating the helicopter. I crossed the threshold of the runway at approximately 25-30kts and approximately 30ft. I made the heading as straight as I could, and then made an extremely smooth run on landing and steered the helicopter to the best of my ability to the center of the runway. I stopped and came on the radio and announced what had just happened, and that I was stuck on the runway. There was no one around the airport and I did not get a response from anyone on the radio. I then shut down the helicopter; I called my instructor to tell him what had just happened. I then called the airport manager and notified her that the airport needed to be closed. Then I got out of the helicopter and kissed the ground!