

Dale White
FAA Inspector

Statement in reference to crash on September 22, 2016. Aircraft Hughes 269B N269BS.

September 26, 2016.

Departed Eagle Aviation Academy on a 141 training flight with Stephen Hayden. Flew north east into the training area. Made 3 confined area approaches and landing to a hover. Took off doing 3 max performance take offs.

Departed that area for a field that was approximately $\frac{1}{2}$ mile due north. Climbed up to 800 ft msl and 75 mph.

I announced simulated engine failure and reduced the throttle while simultaneously reducing the collective. Stephens input to the maneuver were just a little delayed and over corrected but he established a autorotational descent at 60 mph and aircraft in control.

At approximately 100 feet agl, I started rolling the throttle back in and looking at engine and rotor rpm. The engine rpm needle was at zero and no engine response to throttle inputs. I announced we had a engine failure and got on the controls, and that we were completing this to the ground.

Began deceleration just above field plants and took one last look at rotor rpm, it was in the lower green area.

Aircraft began to settle into the field, pull collect to cushion landing, bounced on right front skid and rolled over on the right side.

After everything stopped, I shut off all switches and mixture, and we exited the aircraft.

