

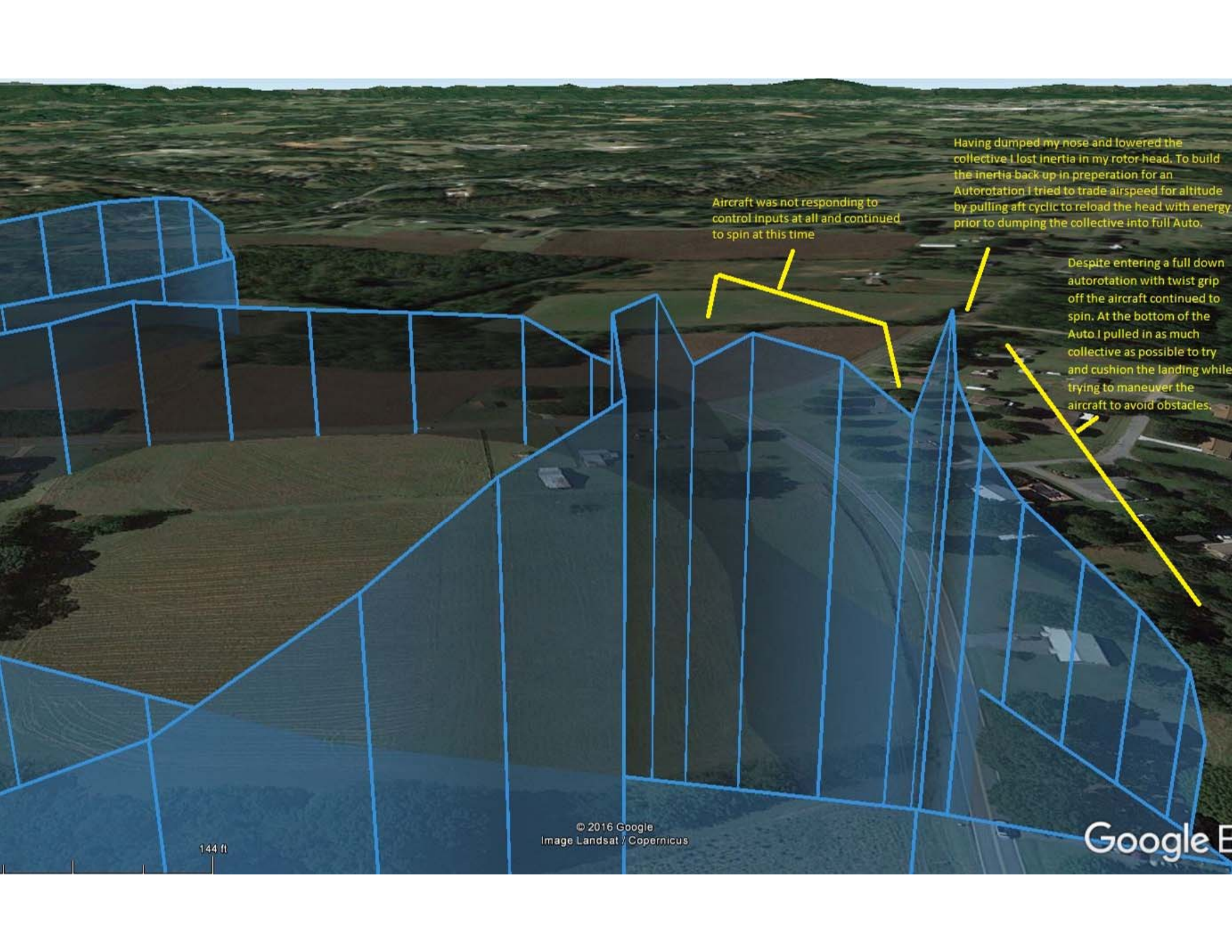
This loss of altitude is due to dumping the nose, and lower collective to try and stop rotation

This is the general time that I felt a shudder in the controls

Once the incursion was verified I climbed in altitude for safety and began a left hand turn

Aircraft was not responding to control inputs and spin was further aggravated

KJQF-35.63343849502097,-81.24380948029574



Aircraft was not responding to control inputs at all and continued to spin at this time

Having dumped my nose and lowered the collective I lost inertia in my rotor head. To build the inertia back up in preparation for an Autorotation I tried to trade airspeed for altitude by pulling aft cyclic to reload the head with energy prior to dumping the collective into full Auto.

Despite entering a full down autorotation with twist grip off the aircraft continued to spin. At the bottom of the Auto I pulled in as much collective as possible to try and cushion the landing while trying to maneuver the aircraft to avoid obstacles.

144 ft

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