

On Jan. 30, 2018 around ~~1400~~¹⁷⁰⁰ hrs. I was flying
N9425C on a training mission with
student Tony Thompson. Four power recovery
from engine out procedures had been
done. A fifth engine out procedure
was performed. Upon recovery the needles
on rotor/eng tank were joined and
recovery initiated. Within 4-5 seconds
power was lost. We were approx 125
AGL and 25 knots. Collective lowered
turning throttle confirmed the engine
was failed. The helicopter was positioned
between 25-80 degrees in a full.
Due to low rotor RPM an
aggressive flare initiated. Heels
of skids contacted ground in an
attitude, with the stinger in contact
with ground, to cause main
rotors to strike the tail boom
causing in tail boom damage.
Rest of land was uneventful.
No fire. Smoke from ~~tail~~ exhaust
pipes. No injuries to either Pilot/Student.

Call # [REDACTED]

CFE

01-29-2018

At approx. 1700 hrs. I was flying with Phillip Smith
in 942SC Helicopter. Dr. Smith was demonstrating an
auto rotation from altitude. At approx. 200' Dr. Smith
rolled the throttle up to recover. we had an engine
failure. Dr. Smith announced the failure & nosed over
to increase rotor rpm at approx 150'. Dr. Smith was
able to flare & reduce aircraft speed & landed at
[REDACTED] Zebulon Ga.

[REDACTED]
[REDACTED]
Chief Deputy
Spalding County Sheriff's Office
[REDACTED]