

Statement for N474AT Assistant Chief Instructor Check.

On Tuesday, January 26, 2021, I was conducting an Assistant Chief Flight examination for an applicant associated with a 141 Flight school and testing the applicant on various maneuvers in a Robinson R-22. The last maneuver to be tested in the R22 was an engine failure on takeoff. I told the applicant that I have controls. I maneuvered the helicopter to the most north point of Taxiway B parallel Runway 16 at Lantana Airport. I told the applicant that I will be demonstrating an engine failure on takeoff to a power recovery (simulating role playing for the purposes of the check as an Airline Transport Pilot student). I started the takeoff profile and gained altitude and airspeed. I announced engine failure as I entered the maneuver and initiated the glide phase of the autorotation. While in the glide of the autorotation I felt the rate of descent in the seat of the aircraft. When initiating the flare, the rate of descent was unable to be arrested. I applied throttle for the engine to assist in arresting the rate of descent. The helicopter continued towards the ground and I leveled the helicopter. The skids of the helicopter spread upon reaching the ground and the seats compressed in. The helicopter came to rest after a short ground run. The rotor blade eventually came to rest and the Assistant Chief candidate turned off the fuel shut off valve. I notified management immediately.

Rick Beckstrom
Aviation Safety Inspector



For this portion of the assistant chief exam, I was tasked with performing three autorotations. After those were complete, Inspector Beckstrom asked if he could take the helicopter back to the pads. I agreed and we had a positive three-way exchange of controls. He repositioned the aircraft to the north end of taxiway bravo. He briefed that we were going to do an engine failure on takeoff. He initiated the takeoff into the wind and told me to come on the controls with him, so I had a light touch on the controls. He announced "engine failure", initiated the autorotation then pushed forward on the cyclic. As we gained airspeed and approached the ground, he initiated the flare but the helicopter's descent rate was not arrested and we descended through the flare. Upon impact with the ground, the skids bowed out and the seats crumpled. We slid along Bravo until coming to a stop. We both exited the aircraft, verbally verified that we were okay, then I closed the fuel shut-off valve.

James Martin

01/27/2021

Nothing Follows