



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: July 5, 2021
Person: Coya Nack – Pilot-rated passenger
NTSB Accident Number: ERA21LA252 Sylva, NC
Subject: Robinson R44

Narrative:

Ms. Nack was a commercial pilot with ratings for rotorcraft-helicopter, instrument helicopter and CFI helicopter and instrument helicopter. She had an estimated 250 hours of flight experience, nearly all of which was in Robinson R-22 and R-44 helicopters, and an estimated 20 hours in the Bell 206.

According to Ms. Nack, the purpose of the flight was orientation and introduction to flight operations in the mountainous regions of North Carolina. Ms. Hicks was a passenger in the back which brought the helicopter to a weight more consistent with passenger operations.

Ms. Nack said that Mr. Burnett briefed the maneuvers he intended to perform, and the relevance of each maneuver to mountain operations. Among the maneuvers demonstrated were autorotations (straight-in, and 180-degree) and techniques to employ to reach a desired landing spot.

After the autorotations, Mr. Burnett moved on to demonstrating the quick-stop maneuver. He said he was going to do a quick-stop maneuver and said that the maneuver would differ from that which was learned by Ms. Nack in flight school. He did not explain exactly what he would do, but that it differed in the mountains.

According to Ms. Nack, they reached 40 feet and 40 knots, and the helicopter pitched nose up, and the nose yawed left, and “we were only 40 feet off the ground and I looked at the tachometer because the maneuver didn’t feel right.” When asked about the low rpm audio alarm, Ms. Nack could not recall if it sounded. She recalled that the engine and rotor rpm needles were joined, and that the rpm appeared “low” but she could not recall if the needles were at the bottom of the normal range, or below that.

Ms. Nack said that “it all happened so fast.” I remember the entry and then the end, but I don’t remember what transpired in the middle. The helicopter landed on the right skid and nose forward, and then the skids collapsed, and the helicopter settled back and came to rest upright.