

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 9:00 AM	DATE 06/24/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Michael R. Moran			
Michael Guidice			
Dwight Burnett			
SUBJECT N443SH Accident			
DIGEST I asked Mr. Burnett if there were any additional comments that he wanted to add to his previously submitted written report. He stated that he had thought about it a lot but his report was accurate. Mr. Burnett stated there was nothing wrong the the aircraft it was him and it was his fault. He stated that he does a lot of training and he always emphasizes keeping the power up or paying attention to the power. In this case he stated that he expected the other person to bring up the throttle but they didn't and it was his responsibility and he just didn't bring up the throttle. I asked Mr. Burnett what the purpose of the flight was. He stated that is was Demo/ Training flight for a new hire pilot. They were going to do some different maneuvers and said he was an old time pilot and he didn't believe in doing the long 70 knot autorotations because that is not how you do it in the real world. He stated that you get a small patch of land and you go for it. So that is what he did. He continued to say that when you have to stop you don't do the slow pull back and the nose over, you stop. I asked Mr. Burnett about the procedure because he stated in his report that he added left pedal and the POH states to add right pedal. Mr. Burnett replied that he hadn't followed the procedure and 			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/24/2021	TITLE Aviation Safety Inspector	SIGNATURE	

he sometimes finds that he uses both pedals. He stated that you do this also for a run on landing also. For clarification I asked him if that was the correct pedal. Mr. Burnett wanted to review what he wrote in his statement. After review he stated yes, the procedure is to use left pedal. He went on to explain that you use the left pedal to stop much faster. You pull back slightly, kick in the left pedal to stop much faster than the conventional way of doing it.

Further discussions were about the previous maneuver prior to the accident. Mr. Burnett stated that they performed a straight in Auto Rotation to the numbers and he then decided to perform the quick stop.

I asked Mr. Burnett if the company had a Operations Manual or company procedures. He said that they did not. I asked why he was training that day and if his was training as as a Check Airmen for the company. Mr. Burnett stated that he trains for Leading Edge usually 2 times a year as well as for other companies. He stated that he trains advanced maneuvers as well as the Vuichard recovery.

I asked Mr. Brunett why he would take passengers on a training flight performing what he described as advanced maneuvers. His reply was that the backseat passenger is sales person for the company she wanted to go. He felt that the added weight would bring another real world scenario to the flight with regard to weight.

We wrapped up the conversation and I told him that further questions may be asked of him and I confirmed that he had a Pilot Bill of Rights.