

I Deepak Dhermy was doing a 135 Check ride with 2 FAA inspectors, Mr. Joseph Fernandez and Mr. Charles Louis on board on 6/29/21. We took off and proceeded east for maneuvers. On our return to airport, I was asked to do a straight in auto rotation with power recovery on the runway 33. I was cleared by ATC for the option. The winds were 280 / 8G16 knots. I briefed the FAA inspectors about the maneuver. I carried out clearing checks and landing checks. At appropriate entry point, I entered into auto rotation at 1500 MSL. I lowered the collective and reduced the throttle to idle maintaining 65 MPH. Before flare, I advanced the throttle to full open position and noticed N2 and rotor RPM needles in the green arc. During power recovery, as I raised the collective to recover, the rotor, low warning light came on along with low rotor RPM horn. Both FAA inspector Mr. Louis and I confirmed that throttle was full open. There was loss of power, aircraft landed on the runway and rolled over came to rest on the right side. Two FAA inspectors and I came out of the aircraft before fire department arrived.

Deepak Dhermy

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