



Kurt Gibson
Aviation Accident Investigator
Eastern Region Aviation

Date: 09/03/2024

Subject: ERA24LA399 - Student Pilot Statement

Contact: Patrick Wright - Student Pilot

The following is an excerpt of an email sent from Patrick Wright to the CAE Director of Safety, Kristina Irving:

23 Aug 24

SP Patrick Wright, L TJG, USCG

IP Matthew Case, CAPT, USAF

Location KMAI Runway 08 departure end

Sortie 1401

TN945TC

IP and SP departed KOHN to KMAI to conduct training. At approximately 1130 the members entered a planned steady state autorotation maneuver terminating with a slide to RWY 08. Winds were a favorable headwind and conditions were clear. Previous the A/C had completed 2 slide landings to the runway, favoring the left side of the centerline due to the condition of the surface of the runway on the right side of the centerline. The maneuver was planned and the descent was controlled, passing the briefed abort point to continue to the slide with throttle at idle. At approximately 100ft AGL SP began flare, bleed off airspeed and leveled at approximately 30ft AGL with good touchdown point, airspeed and rotor RPMs for cushioning. The touchdown

point was past midfield at KMAI and centered in the left side of the runway. IP followed controls to the ground and entry into slide. Slide was entered with good heading control and decreasing ground speed. During slide the A/C began shuddering violently. The SP's headset, sunglasses and knee board were all sent forward, and the left shoulder restraint came undone from the seat belt. The A/C began a left turn as it's forward speed was arrested with collective full down and full right pedal. Upon coming to a complete stop, SP guarded controls, IP conducted inspection of A/C and determined A/C should be shutdown due to damage. Shutdown procedures complete, IP notified CAE and KMAI to NOTOM Rwy 08.

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