



RECORD OF STATEMENT

Michael J. Hodges
Air Safety Investigator
General Aviation Accident Investigation Division (AS-20)

Date: July 14, 2015
Person Contacted: Mr. Patrick Burns (Student Pilot)
NTSB Accident Number: GAA15CA181

Narrative:

The following is a synopsis of the information provided by Mr. Patrick Burns in a written statement to the Federal Aviation Administration (FAA).

- Instructor Kevin Seitzlaff and I started our flight with practice slope operations along taxiway alpha. After 10 to 15 minutes of that we took off from the taxiway and entered a right downwind pattern to taxiway alpha, parallel to runway 12. The wind had been coming from the general direction of 12 but seemed variable and gusty at times. That said the wind was 9 to 11 knots and at one point when we checked AWOS stated 11 gusting to 14 knots. We proceeded as planned with around four straight-in autorotations and then moved on to 180-autorotations. Prior to the incident in question we had done four or so 180-autos that went relatively well, minus the fine tuning that happens during flight training, with Kevin rarely coming onto the controls.
- The autorotation involving the tailstrike started normally. I entered the autorotation when I was abreast golf intersection and initiated my turn which I boxed out. As I turned out and we were in line with the taxiway I believe we were around 300 feet AGL. As we descended at this point everything was going normal. When we reached a height of around 40 feet AGL I leveled the aircraft and re-engaged throttle. As I leveled the aircraft I anticipated a change to the rotor system and raised the collective to manage the rpm. There was a drop which we didn't expect at which point Kevin came onto the controls. I released the controls once I could feel him attempting to recover the aircraft. I do not recall whether or not I heard the rpm horn come on at the time of the drop. The aircraft contacted the ground and proceeded to run on the skids, it came to a stop just after foxtrot intersection.