

To: Mr. Richard T. Dilbeck, FAA FSDO Sacramento

Fr: Phillip B. Cypret CFI-A [REDACTED]

07/11/2018

Re: Brett Anderson, student pilot

On 06/30/2018, I flew with Brett Anderson at KMCC Airport. The aircraft was a Cessna 150, N11746. Under my observation, he completed approximately six normal landings. At that time, I soloed Mr. Anderson. I was observing runway 34 from the self-serve fueling area on the west side of the runway.

His takeoff was normal and he was in a left hand pattern for runway 34. On his turn from left base to final, a helicopter cut him off and landed in front of him, approximately 500 feet down runway 34, but did not takeoff or move further.

At that time, Mr. Anderson added power and started what looked like a normal go-around. When he was approximately over the top of the helicopter and deviating to the right side of the runway, the helicopter began to climb up at a steep angle. I was somewhat concerned the helicopter might contact the bottom of the Cessna. It did not actually come close enough to create a danger as far as I could tell.

On Mr. Anderson's second attempt at landing, everything looked normal until the flare, which seemed to lead to a bounced landing. It did not hear the power being increased at any time after that. I observed what I would call Porpoising of the aircraft as the nose struck the runway, possibly three to four times. The engine continued to run until I instructed Mr. Anderson to shut down the engine and turn off the electrical system.

I observed the nose tire was flat and the propeller tips were bent. We pushed the aircraft off the runway to its west side shade hanger and secured it.

Upon exiting the aircraft, Mr. Anderson was visibly shaking and distraught. He said the helicopter that had cut him off had "rattled him" to the point where he was shaking and could not fly the airplane as instructed.