

Good Afternoon;

Craig R Hoyts account of events

I was first contacted by Mr. Kevin Kelley on or around Saturday July 13th 2019. During the conversation we talked about flying and that Mr. Kelley was looking to start his own flight school and wanted to meet with me to talk about it and also fly with him. My first time meeting/ flying with Mr. Kelley was on Sunday July 14th. I arrived at the Airport and we talked for a while and he introduced me to his friend Odie. We did the preflight of Kevins aircraft then Odie and I went out and flew around the pattern a few times in it. After that Kevin got in and we flew around and then put the aircraft away for the day. Over the next few weeks Kevin and I talked back and forth more about starting a flight school, looking for the best place to house it and also what the cost would be to get one up and running and if it would be a viable option with the costs that would be acquired. I mentioned to Kevin that I needed 5 hours in the aircraft before I could teach so the plan was to fly with Kevin and get my hours build up so that if he decided to start a school I was able to teach in his 269A and possibly the 269B. I got married in the beginning of August and we left for our honeymoon. So when I got back Kevin asked if I could fly on August 18th but I wasn't available. On Thursday August 22nd Kevin asked if I could come out and fly with him and Odie on Sunday August 25th between 8-815am and I said I could. The night before which was Saturday the 24th I took a look at Accuweather and Foreflight to see if there was to be any sort of weather issues and it was suppose to be a nice sunny day. So the next morning I arrived at the airport around 7:50 am on the 25th of August and the sun was out a few clouds in the sky but mostly it was clear blue skys with very little wind. Kevin and Odie showed up shortly thereafter. We opened up the hangar and made small talk about flying and I remember talking about the helicopter crash a few weeks earlier that happened at Allentown. I walked around with Odie as he did the preflight of Kevin's aircraft to get familiar with it as Kevin was working on putting in an intercom system so that we didn't have to pull the mic button every time we wanted to talk to each other. Odie finished the preflight except for getting up and checking the blades and the rotor mast. We pulled the aircraft out which was on the dolly and moved it over to the fuel station. As Kevin put some fuel in it I wiped the rotor head down and was able to spin the rotor head and check the blades. I remember Kevin saying it must not have needed much fuel because it's full. Odie pulled the aircraft over to edge of the ramp and parked it. I did one last check to make sure the oil and fuel caps were on. I got in the left hand seat and Kevin got in the right hand seat. Kevin proceeded to do the preflight check list along with the start up. During start up after he primed the system. He engaged the starter and there was a loud noise which sounded like a backfire and he said "I don't know why it does that sometimes" Then Odie came over and looked at something on Kevin's side of the aircraft and nothing else was said. Kevin started the helicopter and got the blades spinning. After he did his mag checks and he said "I haven't taken it off the dolly before" I told him I can do it. So I grabbed the controls, checked the tip path plane to make sure all the frictions were off and the controls were functioning correctly we checked the lights gauges Temps and Pressures which all looked good. I picked the helicopter up off the dolly and hovered to the left. We both looked at the dolly and it looked clean no oil or fuel. I proceeded to taxi out to the runway and we used runway 8 that day because of the wind direction. I did my pre-takeoff check Lights, gauges Ts and Ps were in the green

everything looked good and I took off and flew a normal pattern and once I came around and landed on Final Kevin took controls. He flew 2 or 3 patterns and during those he had asked me how I teach so I told him that we look for 50-55 knots on takeoff before we roll back and that on final we teach 50' 50 knots 40' 40 knots 30' 30 knots and so on and so forth till you come to a 3-5' hover (This was not a training flight.) During Kevin's first or second pattern I had asked if they do any power recovery autos. And Kevin said "Yeah we do them" so after he came to a hover on the 2nd or 3rd final he took it over to the grassy area near the cart and put it down and said "you can fly go ahead and do an auto" I asked if he was sure and he said "Yeah go ahead". So I took the controls and said before I do auto I am going to do a hover auto to make sure that everything works like its suppose to. I hovered over to the ramp, pointed the helicopter into the wind. Check to make sure all the gauges looked good and everything did. I brought the RPMs to the top of the green put in a bit of forward cyclic to help remove any yawing tendency, I started a 3,2,1 count down. When I reached 1 I rolled off the throttle, applied right pedal and as we were touching down held the throttle into detent so that when I raised the collective the correlator wouldn't join the engine RPMs back up with the rotor RPMs and spin us. I pulled collective with the throttle in detent and came to a nice landing on the ramp. The engine was sitting at idle, the freewheeling unit worked and there were no issues. I rolled the throttle back on joined the needles and picked us up into a hover with no issues. I taxied out to the runway did my pre-takeoff check, Lights gauges Ts and Ps were in the green everything looked good so I made my call and took off. We climbed up to around 1,700' on downwind we had talked about the airport elevation being at around 850' so I knew I was around 900' AGL to do the auto. As we were flying downwind I picked my spot of the runway and the taxiway intersection as my intended aiming point so when I got abeam the spot I did another check Lights gauges Ts and Ps everything looked good once again. I strive for 60-65 knots with no climbs and no descents when entering and the plan was at the bottom to flare roll the throttle on and nose over and come to a hover. So I turned base then made the final call of Northumberland County traffic helicopter 3 Charlie Hotel is turning high final runway 8 simulated engine out. I checked the gauges again we were right around 1,700' about 63 knots and the RPMs were in the top of the green. Lights all looked good and Temps and Pressures were all good. When I felt like we were within glide distance to our spot I glanced one more time to make sure the RPMs were at the top of the green. I counted 3,2,1 at 1 I lowered the collective while simultaneously applying right pedal and a bit of aft cyclic as we stated our glide I rolled off the throttle to split the needles. The needles split I looked outside the glide felt like a normal auto. I looked back in and the airspeed was staying around 65 and the Rotor Tach was in the green but at that point I looked and saw the engine tach was sitting at zero. At that point my first thought was this isn't happening we lost our engine (we were at about 1,600') and I went back to my training of Aviate Navigate and Communicate. I made sure that I kept my rotor RPMs in the green and airspeed up around 60. Kevin said "Boy you really split the needles" I didn't say anything to him at that point I was just worried about flying. (This all happened quick and about the same time). As we were gliding down I rolled the throttle on to see if maybe the tach was malfunctioning there was no yaw in the helicopter and I didn't hear any roar of the engine. The helicopter has no muffler so I should have heard something. At that point it truly set in this was not going to be a power recovery auto this was a full down engine out auto. We continued to glide the rotor tach stayed in the green and the airspeed stayed up as we approached the ground at about 30-40 feet I started an gentle flair to bleed off some of the airspeed at around what looked to be 5' or 6' I nosed over and as we came towards the ground I

pulled the rest of the collective that we had left to try and cushion the landing and we hit. It took me a few seconds to grasp what had happened. Kevin shut off the battery pulled the fuel and mixture. He said "looks like Tim has some work to do" and "stay here with the fire extinguisher I'll be back with help". We got out and Kevin went to get help as I stayed there. Kevin came back with his truck and three guys that I didn't know that came to help along with Odie. I was shaking and really shook up Kevin came over and gave me a hug and said "We are alive we arnt dead this could have happened to anyone, let's get this cleaned up so we don't have an aircraft landing hit it and we will get this figured out". One of the guys brought a tractor down. We picked the helicopter up with the tractor and put it on the dolly the Odie had brought down he towed it back to the hangar. Kevin, myself and another guy soaked up the oil put the rags in Kevin's truck and I rode back to the hangar with Kevin he said again "We are alive it will be okay I don't blame any of this on you". Everyone was asking what happened and Kevin said we tried an auto and the engine quit. I didn't do much talking I was pretty shaken up. Kevin wanted to take the blades off to get it back in the hangar so I help them do that. There was a comment made about them working on the engine so it would idle right or something to that effect but I can't remember exactly what was said or who said it.

To recap:

The landing happened around 9:45 am. I left the airport around 11:30am still in shock at what had happened. That evening I look up what all I needed to call in a report. On Monday the 26th in the morning we had contacted each other to make sure we had all the necessary info to make the report into the NTSB.