

11-05-2013

Robert White

Statement

On October 29th 2013 I was conducting flight training with Mr. Jonathan Maynard in helicopter N985EW. We initially took off at 1700 from Lima taxiway at the Kona Airport. We conducted hover work on Lima taxiway including takeoff and landings from a hover and hovering turns. These maneuvers were conducted in manual governor mode where the pilot maintains the rotor rpm using the throttle. We then hovered to Alpha taxiway for a normal takeoff and closed left traffic to the parallel taxiway to runway 17. This was also conducted in the manual mode. The traffic pattern was uneventful until we were on short final about 2 to 3 hundred feet above the surface. The rotor rpm began to decrease rapidly and at the same time Jonathan said the throttle was full open. I took the controls attempted to roll on more throttle but it was already full open. I lowered the collective in an attempt to conserve as much rotor rpm as possible. I attempted to cushion the landing and land as flat as possible with some ground run. The aircraft landed hard but stayed upright. The engine was not running and blades were coasting to a stop. I called the tower and asked them to send the fire trucks out. I applied the rotor brake and shut off the battery and engine switches. We exited the aircraft and noted that the tailboom had broken off and there was no fuel leakage. The rotor blades appeared to be undamaged. Jonathan elected not to be transported to the hospital. I was transported to the Kona Hospital for evaluation. I was released later that evening.