



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Accident Date September 20, 2017
Person Contacted: Michael Woods, Cert #: [REDACTED]
NTSB Accident Number: WPR17LA211

Narrative:

Mr. Woods was in hospital at the time of this interview, and had been prescribed pain medication, the last of which was administered 3 hours prior. He subsequently confirmed the accuracy of this summary on September 22, 2017.

During a telephone conversation on September 21, 2017, Mr. Woods stated the following:

He had flown inbound to LGB with his instructor, with the intention of performing solo pattern work. He flew one circuit in the traffic pattern solo, landing uneventfully. He then departed for the 2nd, and during the landing approach, while descending at about 300 fpm, at a speed of about 30 to 35 knots he felt the helicopter shudder and then the low rotor RPM horn sounded. He was about 30 to 40 ft agl at that time, and immediately lowered the collective control entering an autorotation and initiating a rapid descent. Just prior to striking the ground, he pulled back on the cyclic control, but he did not apply any up-collective control.

He did not specifically look at the engine or rotor RPM gauge during the event, which transpired very quickly. He did not hear any unusual engine sounds, beyond the airframe shudder prior to the event.

He has about 45 hours of total flight experience in helicopters (R22), with 2 hours flying solo.