

Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: June 23, 2020

Subject: WPR20LA190

Contact: Tannan Austin CFII Airworks LV

I, Tannan Austin (Rotorcraft CFII), along with Lexie Diedrich (Rotorcraft Commercial student), departed KVGT from the south ramp at approximately 8:45am. Weather upon departure was clear, temperature reported was 32 degrees C, Altimeter 29.85, and winds 6 knots out of the East, Northeast. We flew to the Red Rock Canyon practice area and worked on maneuvers, including Settling with Power Recovery, Pinnacle approach and departures as well as Confined area approach and Max Performance Take-Off. We departed the training area traveling South to North and I instructed Lexie to climb to 4000' MSL. To my right was the field and an appropriate target for a Simulated Engine Failure. Once we reached 4000' MSL I told Lexie that this is a good place and stated "Simulated Engine Failure" upon which I lowered the collective to split the Rotor and Engine needles. The initial lowering began dragging the Rotor needle down with the Engine RPM, so I dropped the collective approximately 1/4 - 1/2 inch quickly and smoothly which separated the needles. Lexie entered the Autorotation glide, upon entering the glide I noted the Rotor RPM was sufficiently stable in the center of its green arch, but the engine RPM was reading 0. I stated to Lexie that it looks like we have lost the engine. She said, "You're controls." I took control of the helicopter and turned to the right, into the wind and continued the autorotation. At approximately 9:35am we made contact with the ground and slid for approximately 20-40 feet and came to a rest. I vocally confirmed with Lexie that she was not hurt, which she stated that she was not. I shut the engine down, climbed out and inspected the helicopter. It wasn't until we were outside able to see the helicopter that we became aware the tail boom had separated.

Tannan Austin
