

## *Record of Interview*

**Name:** Daniel Paul Furches

**Address:** [REDACTED]

**Phone:** [REDACTED]

**Date:** 11/04/2019

**Description:** Interview of CFI Following N8560A Incident at Smoketown Airport (S37)

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ASI David Reaves (Reaves) met with Daniel P. Furches, CFI (Furches) in the offices of Smoketown Helicopters, 311 Airport Drive, Smoketown, PA 17576. Reaves asked to see Furches Pilot, CFI, Medical Certificates, his pilot logbook and a Government issued photo ID. Furches provided all the requested certificates except for his Pilot Certificate. When asked about the location of his Pilot Certificate, Furches stated that he had left it at home. All the provided certificates were in order.

Reaves asked Furches to give a narrative of his day leading up to the incident involving N8560A, a Robinson Helicopter R-22 at Smoketown Airport (S37). Furches stated: He came in to work at 0700 EST to pre-flight the helicopter, check weather and NOTAMS. Around 0900 EST, Mr. Brian Holtz (Holtz) arrived for his "discovery" flight. Furches gave Holtz approximately 30 minutes of ground school training on the subjects required by SFAR 73. Furches and Holtz then boarded N8560A with Furches in the left seat, and Holtz in the right seat. They took off some time between 1000 and 1030 EST away from the airport environment. During this portion of the flight, Furches provided Holtz instruction on cyclic, collective and pedal flight controls in cruise flight conditions.

Some time after 1100 EST, Furches returned to S37 terminating with a landing in the sod North of the parallel taxiway, approximately abeam midfield. Furches landed the helicopter, and then took off to a hover approximately 3-4 feet above the surface. Furches stated that he passed control of the cyclic control to Holtz while "guarding" it, and maintained control of the collective and pedal controls. Furches further stated that the helicopter settled and the right skid contacted the ground at the same time as Holtz had applied right cyclic. Furches said he was unable to correct with enough left cyclic input to regain control, and the helicopter rolled over to the right. Furches added: "It all happened so fast he was not sure what happened."

[REDACTED]

David Reaves  
Aviation Safety Inspector