

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1300	DATE 05/23/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Robert Cloutier - PIC, Mark Klinker - Student Pilot, Chris Lynch - Airport Manager,			
Rick Dymont - NH DOT Agent, FAA ASI Justin Gierka and David Winter			
SUBJECT N666U Accident at KASH Airport			
DIGEST			
<p>While in the CR Helicopter hangar, Inspector Gierka, asked Bob Cloutier and Mark Klinker to provide a brief synopsis of the event that lead up to the accident. Bob Cloutier dominated the majority of the conversation as Mr. Klinker was visibly upset and unable to talk. Cloutier explained that they were practicing pick-up and touchdowns on the non-movement area. The wind was reported as 320 degrees at 12 knots, but Cloutier explained to the student that it was much stronger based on the speed of the clouds. Inspector Gierka also observed the winds were at least 12 knots and gusting based on the wind sock at the middle of the airfield. Cloutier continued to explain that on their third attempt, he was demonstrating the pick-up and a gust of wind caused the helicopter to bank to an angle where he was unable to recover, resulting in a dynamic rollover. When Inspector Gierka asked Mr. Klinker for his take on the events, he became choked up and needed several minutes to gain his composure. His statement was the same as Mr. Cloutier. Inspector Gierka provided Mr. Klinker his business card and was advised that he could leave if he wanted to.</p>			
<p>The inspection continued as Inspector Gierka and Inspector Winter asked for the helicopter logbooks from Mr. Cloutier. They reviewed the logbooks with Mr. Cloutier in his office where Mr. Cloutier continued to analyze the event. He explained that Mr. Klinker had a "death grip" on the controls and he was trying to instruct him on how to be more gentle. He was doing so through various techniques. He cannot explain how or why the helicopter entered a dynamic rollover besides the winds.</p>			
<p>After returning to the non-movement area to demonstrate investigation techniques to Inspector Winter, Inspector Gierka was pulled aside by Mr. Klinker. Mr. Klinker wanted the ability to talk to Inspector Gierka without Mr. Cloutier listening. He informed Inspector Gierka that Mr. Cloutier was cross</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
<p>This was a preliminary investigation and interview immediately following the accident event. A follow-up with both airman involved will be conducted at a later date.</p>			
DATE 05/23/2022	TITLE Aviation Safety Investigator	SIGNATURE JUSTIN WILLIAM GIERKA	

Digitally signed by JUSTIN WILLIAM GIERKA
Date: 2022.05.27 11:46:21 -04'00'

controlled at the time of the accident. Meaning that his left hand was on the cyclic (yoke) and right hand was on the collective while sitting in the left seat. Mr. Klinker had both his hands in his lap and was unable to manipulate the controls in anyway to help in a recovery from the dynamic rollover.