



NTSB RECORD OF CONVERSATION

Eric Swenson
Aviation Accident Investigator
Anchorage, AK (Alaska Region)

Person Contacted: Jon George (Principal Aviation Safety Inspector, FAA)
NTSB Accident Number: ANC21LA004

Narrative:

The following is a summary of a conversations and emails that occurred with the Federal Aviation Administration Inspector assigned to the accident:

- A witness who may have seen the accident gyroplane flying said that the aircraft came up from the South and flew around Whitewater, KS. It then left their field of view flying in a southeast direction. According to the witness the engine sounded fine. The aircraft appeared to be flying well above the tree lines at a slight nose up configuration. The witness was a mile and a half south of the Whitewater, KS cemetery putting up a deer stand. The witness did not see the aircraft go down; they called the KHP after hearing about the accident on the news.
- The gyroplane crashed while flying in a south-southeast direction.
- The pilot's truck was left at the takeoff location as if he intended to retrieve it and go home later that day, additionally there was about 10 gallons of fuel on the trailer in gas cans.
- The landowner where the gyroplane crashed reported that, the gyroplane was not fully on fire when he initially arrived at the crash and that it appeared the pilot was slumped over the controls.
- He went to the salvage yard and met with Christine Toevs who is known in the area as a local expert on gyroplanes. With her help, he looked over the wreckage and determined that:
 - Flight control continuity appeared to be complete.
 - They checked rudder cable connections to the pedals and despite the damage sustained during impact all connection ends appeared to be intact.
 - They checked throttle connections from the throttle to the carburetors and all appeared to be intact, carburetors were both in idle... she thought this was normal considering the nose down impact of the aircraft.



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- They looked at the cyclic controls and found both controls appeared to be connected through to the control linkage rods... the rods were sheared and appeared to be damaged due to overload from the impact.
- The propeller damage had two blades completely sheared or smashed, one was still attached but was separate probably due to intense heat of the fire. They're opinion was that the engine appeared to be rotating with power.
- The rotor head bearing was damaged but appeared to be from impact. Based on damage to the rotors and the ground impact of the still intact rotor they believed the rotor was turning.
- There did not appear to be a GPS, or any chip boards located, only gauges were observed on the gyroplane.
- The accident pilot had received about 13 hours of flight training in a similar gyroplane, and both pilots who flew with the accident pilot thought that he had a very good grasp of flying the gyroplane.
- Earlier in the year at a glider fly-in, the airport had gotten frustrated with the pilot due to him doing high speed passes.
- The mechanic sent a list of work that had been performed on N455MW
- The mechanic further stated to him that N455MW was in excellent condition and was a sound machine.

From: Weiland, Timothy H <[REDACTED]>
Sent: Thursday, December 03, 2020 4:08 PM
To: George, Jon D (FAA) <[REDACTED]>
Cc: [REDACTED]
Subject: N455WM

Work performed on Airframe M00834, Rotax Engine 6778383. Airframe & engine 788 hours.

1. Conditional inspection completed IAW AG-F-PCA-MT-EN-V2 (Auto Gyro, Mt Series Periodic Service Worksheet)
2. R&R engine oil and filter – 3 liters, Aeroshell oil Sport plus 4. Oil filter Rotax 825016.
3. R&R all radiator (water) hoses, 5 year rubber change and fluid.
4. R&R all fuel filters and fuel screens and Fuel rubber tubing, 5 year rubber change.
5. Performed AD Service bulletin for fuel clips Rotax.
6. Reviewed and complied with required serves bulletins for Autogyro.
7. #3 head, small oil leak at block, R&R head, leak stopped.
8. Pre rotor bracket replaced (microcrack). Installed new bracket.
9. Fuel tank rubber bushings replaced, 5 year rubber change.
10. Water hose heat shields R&R'ed.
11. Oil Sender heat shield R&R'ed.
12. Brake pads R&R'ed
13. R&R'ed pneumatic dryer.
14. R&R Spark plugs performed cylinder leak down check IAW with process.

Timothy H Weiland, A&P [REDACTED]
With Respect
Tim

Timothy H. Weiland
Maintenance Trainer Senior, International
Lockheed Martin Aeronautics

Work : [REDACTED]
Cell : [REDACTED]