

Memorandum of Conversation

Date: 17 July 2014

Time: 0800 central daylight time

Conversation Including: FAA Inspector Larry Krasniewski

Conversation Regarding: CEN14LA371, Unregistered Air Command 532

Duration of Call: 25 Minutes



Summary & Factual Information from Conversation:

Inspector Krasniewski reported that there were no known witnesses to the accident flight. On the morning of July 11, 2014, the gyroplane was found in a potato field located about 500 yards east of the departure airport. A wreckage debris path originated from the initial point-of-impact on a northerly heading and measured about 30 feet long. All airframe components were located along the wreckage debris path or amongst the main wreckage. Flight control continuity could not be established due to the extent of the damage; however, all observed flight control system discontinuities were consistent with overstress. One of the two main rotor blades had separated from the mast hub assembly; however, the observed damage to the separated rotor blade was consistent with impact damage. Examination of the engine revealed that the forward spark plug of the two-cylinder, two-stroke, Rotax model 532 engine was loose and could be removed by hand without the aid of any tools. No additional preimpact anomalies were noted with the engine that would have prevented its normal operation. Additionally, there was limited damage to the 3-blade propeller, the throttle was found in the full-aft position, and there was the smell of automobile fuel present at the accident site.

Inspector Krasniewski reported that according to Federal Aviation Administration (FAA) airman records, on October 25, 2002, the pilot was issued a student pilot certificate in conjunction with the issuance of a third-class medical certificate. When applying for the medical certificate, the pilot reported having 45 hours total flight time, of which 22 hours had been accumulated during the 6 month period preceding the medical examination. A search of FAA records did not reveal any subsequent issuances of any medical and/or pilot certificates.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 17 July 2014 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator