



Federal Aviation Administration

Memorandum

Date: 07/31/2014
To: NTSB Investigator Todd Fox
From: Inspector Lawrence J. Krasniewski
Subject: Inspector Statement, Accident CEN 14 LA 371

Narrative:

The non-certificated pilot was operating an unregistered Air Command gyroplane that crashed approximately 500 yards east of LADA Airport (7MI5) in a farm field. The crash site was tightly contained and was 30 feet long going south to north. All airframe components were located at the crash site, and the smell of fuel was evident. The inspectors examination of the aircraft revealed the #1 spark plug was loose and the throttle was closed. The #1 spark plug threads were not damaged, and could be tightened in the cylinder. Continuity of the flight control system could not be determined due to the severity of the impact. There were no witnesses to the flight.

The pilot / owner of the aircraft were known to work on his aircraft without the assistance of a certificated mechanic. A person from the Popular Rotorcraft Association said the pilot was having issues with the aircraft stating the control stick was "wobbly" during flight. The pilot and the person from the association looked at the aircraft, but did not notice anything wrong. A written statement could not be obtained. No log books could be found for the aircraft.

The Monroe County Airport Manager was told the pilot changed some of the bushings on the mast and that resulted in pitch oscillations. The pilot may have also moved the rotor counterweights in an attempt to fix the wobble. This may have been the test flight.

It appears the aircraft was on a downwind leg to the airport. An elevated sprinkler system was in the field located 200 feet northwest of the accident site. The sprinkler is about 300 feet long and was pointed to the northwest. The pilot may have tried to make a right turn to avoid the sprinkler.

The throttle was found in the closed position and the propeller damage would indicate the aircraft was not producing power at the time of the accident. The debris field was tightly contained and indicates the aircraft may have stalled and landed on its right side.

After the aircraft was removed from the field, the rotor counterweights and mast were re-examined, only slight damage at the rotor head could be found. This could have been caused by the pilot over controlling the aircraft or during the crash. No other defects were noted.