

Inspector Statement

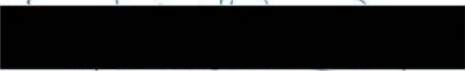
July 17, 2014

On July 10, 2014 at approximately 1600 local, I received a phone call from Mr. Jerry Delaney, manager of the Monroe Custer Airport (TTF) in Monroe, MI in regards to the gyrocopter accident involving Mr. Ken West.

Mr. Delaney stated that he had banned Mr. West from having the gyrocopter at the Monroe Airport because it was not a legal ultralight and did not have a registration or airworthiness certificate.

I asked Mr. Delaney about the model of the gyrocopter he reminded me that I had spoken to Mr. West a couple of years ago regarding it. I recall that Mr. West had purchased the gyrocopter and wanted to know how he could reduce the weight of it so he could fly it under the ultralight aircraft rules. I informed him that he could not lighten the aircraft to operate it as ultralight aircraft since the manufactured with an empty weight above 254 pounds.

In a follow-up call to Mr. Delaney on July 17, 2014, he told me that he was told by another individual that Mr. West had changed some bushings on the mast and that resulted in pitch oscillations. Mr. West had contacted another gyrocopter (unknown) pilot about the issue but the other pilot refused to fly the gyrocopter. Mr. Delaney was told that Mr. West had moved counterweights on the blades and was performing a test flight on the accident flight.


Richard D. Anderson Jr.
Supervisory Inspector
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