



Federal Aviation Administration

Memorandum

Date: October 27, 2016

To: Arnold Scott, Sr./ ASI, National Transportation Safety Board

From: Lynn E. Braswell/ASI, Little Rock Flight Standards District Office (FSDO),
SW11 [REDACTED]

Prepared by: Lynn E. Braswell/ASI [REDACTED]

Subject: Aviation Safety Inspector Statement
Gyroplane Accident Saline County Municipal Airport

This is an FAA Aviation Safety Inspector statement in regards to the accident involving a gyroplane accident that occurred on September 3, 2016 at Saline County Municipal Airport, Bryant, AR. This interview was conducted over a phone conversation with Mr. Ted Berg and what he witnessed at the time of Mr. Jack Payne's gyroplane accident. Mr. Berg is a seasoned and experienced gyroplane pilot who has flown gyroplanes for over 40 years.

In the interview with Mr. Ted Berg on September 3, 2016, Mr. Berg stated he witnessed Mr. Payne fly by in front of him at a high speed coming from the north and heading to the south. Mr. Berg witnessed Mr. Payne turning east into a left base pattern for runway 02 when Mr. Ted Berg witnessed the gyroplane begin to "porpoise." Mr. Berg stated the gyroplane made a sharp pitched up before going nose over and entered a "power push-over" attitude, and summersaulting before impacting the terrain.

Mr. Berg stated Mr. Payne, the pilot-in command, had not flown for some time and lacked sufficient proficiency and skills to operate a gyroplane of this type. Mr. Berg stated the pilot-in-command was inexperienced, low time, and was not rated in gyroplane operations. Mr. Berg stated Mr. Payne, the pilot-in-command, had a "macho attitude" and could not be told anything. Mr. Berg stated most of the gyroplane pilots had landed because of air turbulence in and around the airport vicinity. Mr. Berg stated he and others at the airport tried to talk Mr. Payne, the pilot-in-command, not to fly because of the air turbulence around the airport; but, Mr. Payne had made his decision to fly anyway.

This statement is made without any reservation and is true to the best of my knowledge.

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Lynn E. Braswell/PAI
FAA/ Aviation Safety Inspector