



**NATIONAL TRANSPORTATION SAFETY BOARD**  
Central Region - Denver, Colorado

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Record of Telephone Conversation

Person Interviewed: Paul Salmon  
Subject: CEN20CA203, N316MG  
Date: 6/1/2020

During the telephone conversation Mr. Salmon stated the following:

Mr. Salmon was a flight instructor for a student pilot, Nathan Harrison, who was conducting a supervised solo flight in the traffic pattern. Mr. Salmon had watched the student pilot conduct several touch and go landings. On the last landing he said the pilot stayed on the runway too long before taking off. He said the gyrocopter "popped off the runway" at about 30 knots with only 100-200 feet of runway remaining and the nose was too high. He said gyrocopters don't stall but settle to the ground. He observed the aircraft climb nose high and then settle to the ground past the departure end of the runway. He said the landing would have probably been fine except the ground was soft from recent rains and the gyrocopter rolled onto its side when the landing gear dug into the soft ground. He was expecting the pilot to exit the runway when he stayed on the ground as long as he did and was surprised the pilot tried to takeoff with the runway remaining.

Mr. Salmon said he had been flying since the 1970's and had over 7,000 flight hour in helicopters and 4,500 flight hours in gyrocopters. He said gyrocopters can become airborne at 30 knots but it requires technique and for the pilot to fly in ground effect as the aircraft accelerates. He said a normal takeoff occurs at 50-55 knots.

Dan Baker  
National Transportation Safety Board  
Senior Air Safety Investigator