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Subject: CEN24FA298

Contact: [REDACTED] (Owner and husband of pilot)

The pilot's husband was at the property during the aircraft examination. After the examination he was able to show us a similar gyroplane that was larger than the accident gyroplane but operated the same.

The accident gyroplane was an original concept that was designed and constructed by the pilot's husband. It had several unique features that distinguished it from more common gyroplanes. A portion of the engine's power is continuously supplied to drive the main rotor system which has cyclic and collective control of the rotor system. Yaw control is by a moveable vertical tail surface. The gyroplane was capable of performing "Jump" takeoff where the gyro would ascend vertically from a standstill before transitioning to forward flight.

He reported that his wife was conducting an evening pleasure flight in the gyroplane. He said that the weather conditions at the time of the accident were good and that his wife was very experienced in the accident gyroplane. He estimated that she had about 800 flight hours in the accident gyroplane. He was about ¼ mile away from their private airstrip and he could hear the gyroplane as it advanced down the runway, took off, and began its climb. He said that he did not hear anything unusual until he heard two loud thumps. He noted that during a normal takeoff the gyroplane would be about 150 ft above ground level (agl) when it reached the departure end of the runway. After hearing the thump noises, he boarded and took off in another gyroplane that he owned to search for the accident gyroplane but could not locate it. When asked if he heard any unusual engine sounds, he said that he could not be sure as the gyroplane was farther away from his location after starting the takeoff.