

N91JK gyroplane crash

Approximately 9 AM 15 August 2026

59 year-old pilot ATP single and multi engine commercial, almost 19,000 hours total in over 10 aircraft types but only 40 hours in the gyroplane.

2025 Magni M 24 gyroplane, rotax 915, approximately 50 hours on the aircraft.

The pilot recently purchased the aircraft for recreational flying from his ranch pasture airstrip usually with the doors off. On the mishap date the pilot was launching to pick up a friend to go to a meeting at another airport. The prevailing winds were approximately 100 to 200 at 8g12 kts. The pilot elected to attempt a takeoff on the 600 foot grass strip with a pond at the end directly into the wind rather than a crosswind takeoff on a 2000 foot grass strip which was his normal practice. During the takeoff run a large bump caused the glove box on the aircraft to open spilling its contents. The pilot rejected the takeoff believing there was plenty of room remaining to stop. During the RTO the pilot failed to properly engage the handbrake, resulting in the aircraft over running the runway and rolling into the pond ending up on its left side in approximately 3 1/2 feet of water. The pilot safely egressed with only minor scrapes and bruises. The pilot believes based on evidence visible after the crash that he inadvertently was applying attempted breaking using the throttle handle not the brake handle. He further believes that just prior to entering the water he rapidly pulled the control stick from a mostly aft position for aerodynamic braking to full aft, which caused a rotor blade to strike the ground and tail behind the aircraft, breaking the tail, separating most of the rudder, and breaking one rotor blade

