

IIC STATEMENT

On 12/26/2011, at 1400 LCL, I responded to notification by NE Ops Center of an accident near the Simsbury Airport (4B9), in Simsbury, CT. The accident occurred at approximately 1350 LCL, notification was 1400 LCL, and IIC arrival on-scene was 1445 LCL. State and local police responded immediately, no injury to pilot, Robert B. Chapel, sole occupant. Experimental Aerial, EX111, was located approximately ¼ mile south of the end of runway 21.

The PIC, Robert B. Chapel, stated that he performed a thorough preflight, ran up the gyro and checked the wind socks for favorable runway. He stated that he consulted another pilot to verify the active runway. Mr. Chapel said he used the Weather Channel for his preflight briefing and felt the wind was about 7 kts. The reported weather at BDL (nearest airport, approximately 4 SM East of Simsbury Airport), was "320/14G20KT 10SM FEW050 06/M08 A3012," at the time of his flight. He stated that after the gyro left ground effect he felt like the gyro was being pushed by a tailwind and the aircraft would not climb. He stated that the aircraft started to sink and he did not have enough altitude to recover from the sink. He noted that the airspeed decreased below the optimal climb speed of 45 kts, to less than 40 kts. As the gyro began a descent, he felt the best option was to put the aircraft into the small clearing off the end of the runway. He missed the clearing and settled firmly in a small grassy area. The nose wheel impacted first, as he stated that he could not flare the aircraft. The right main settled, followed by the left main. The ground was not level and as the aircraft settled, the left main collapsed, the rotors impacted the ground. One rotor blade shattered near the rotor hub and separated, the remaining blade was damaged substantially. The aircraft rolled onto the left side as the left main wheel collapsed, substantially damaging the composite warp drive propeller blades (3). One blade was broken approximately 4 inches from the aluminum hub, the remaining blades damaged and broken up to and including 4 inches from the tips. The carburetor induction box/filter was broken off at the carburetor and there was mud/dirt in the area of the carburetor. The alternator belt was flipped on its track and several tubes making up the fuselage contained dents and bends, indicating substantial damage to the airframe. The tail of the aircraft was broken off, and the instrument pod/panel was broken and hanging from the frame. The flight controls to the main rotor were intact and correct. The controls to the tail had been disconnected at a clevis below the engine area but did move correctly. The tach was stuck on 2550 rpm, all other engine gauges read zero. The altimeter read 230 feet and was set on 29.50. The engine was a horizontally opposed, four cycle, water cooled engine the contained a belt drive system to the propeller gear box. No engine data tag was located, but Mr. Chapel reported that the engine was a Subaru. The rotor head contained an electric starter and ring gear for pre takeoff RPM. This ran off two batteries located on the lower fuselage. Mr. Chapel stated that the pre-rotator system operated normally.

State and local police responded immediately to the accident, the pilot did not sustain any injuries. The pilot held a Private Pilot, SEL certificate, Instrument rating. He did not hold a current medical certificate, and his last Flight Review was 10/13/2007. Mr. Chapel did not have a solo endorsement for category/class aircraft per 14 CFR Part

61.31(l). He did have an endorsement limiting his flights/hops to in-ground-effect only, with not more than 10 mph wind and not more than 10 mph crosswind. He had in his possession a special airworthiness certificate issued on 4/12/2011, by J.G. Mandeville, DARF-501147-NE. The operating limitations were in Mr. Chapel's possession. The aircraft was properly registered and had approximately 6 hours total time in service.

Inspector Joseph White (airworthiness) accompanied me on 12/27/2011, to inspect the aircraft. At that time, it was determined that the aircraft engine could not be run safely due to the damage.

Aircraft Information

N-number – N435AB

Make – 2011 Chapel, Robert B

Model – Aerial

Serial Number – EX111

Type – Single place gyroplane

Engine – Subaru, Model EA81, S/N EA81446488

Propeller – Warp Drive, Model C7789 (3-blade 66")

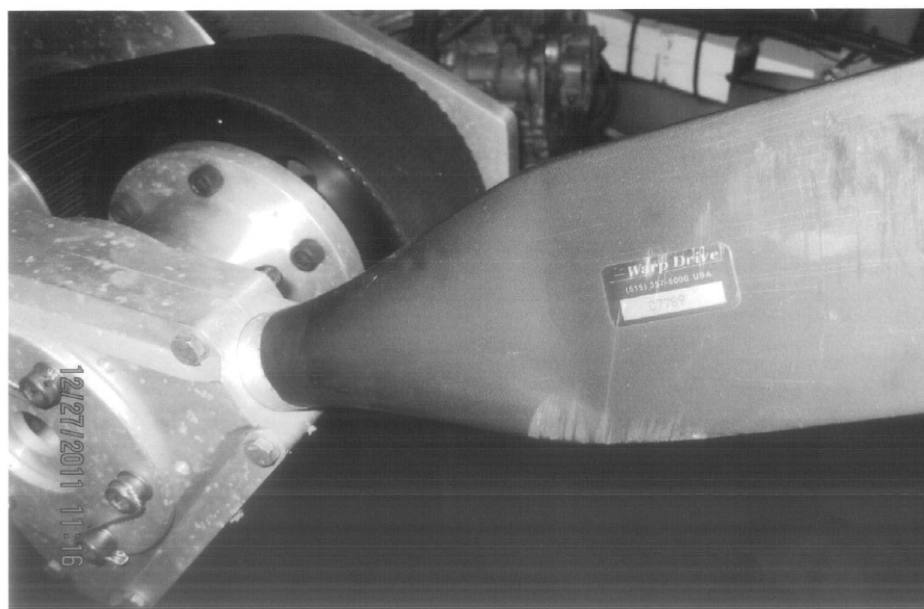
Rotor- Dragon Wings Rotor

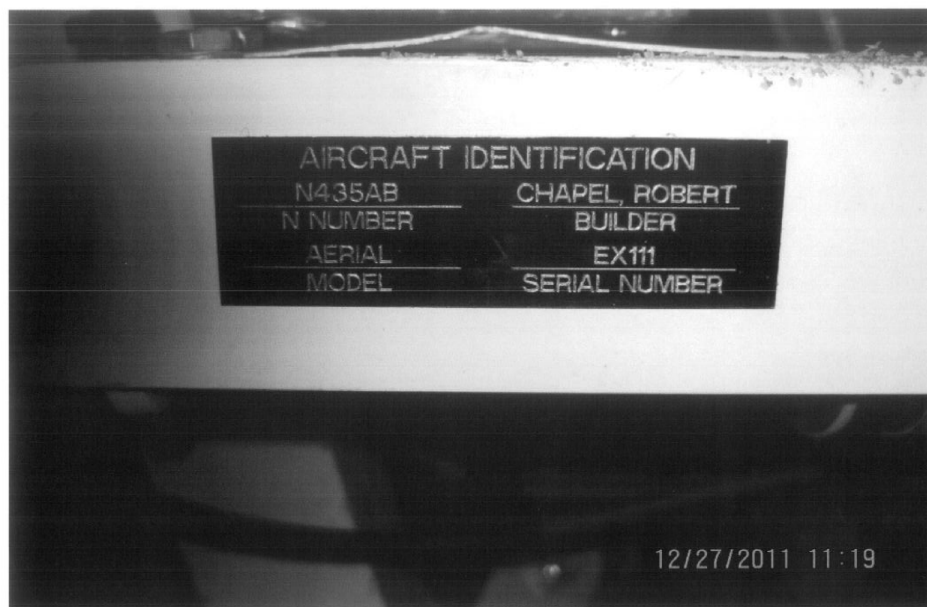
PIC & Owner

Robert B. Chapel (Bruce)

Granby, CT 06035-1816

Phone (-----)







YEAR: 2011	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				Solid in Green at 190° Dumptemp 40°
				Throttle Response Excellent - Nice and Smooth
			82 min	Oil Pressure Solid Between 60-80 at RPM Range
9-21	3 hrs	.3	3.3	Pattern Circuit 4B9 all Gages Green, Prop Speed needs to be reduced, tension Springs may need to be adjusted, Rotax was very smooth, all flight controls were correct
10-15	3.0 ^{free}	.4	3.7	Test Flight PSRU and Repitch on prop all under normal ops
11-7	1.0		6.0	See next page
11-8	.6			

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