

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

PASSENGER STATEMENT

The National Transportation Safety Board, a Federal Agency, is charged by an Act of Congress with the investigation of transportation accidents. The Safety Board issues reports and makes recommendations to other federal and local agencies and to the industry to prevent future accidents and to prevent unnecessary injuries caused by such accidents.

We would appreciate very much your assistance in giving us the benefit of your personal observations and comments regarding this accident so that we may better evaluate the facts, conditions and circumstances surrounding this accident. Your observations also could assist us greatly in our evaluation of the cause of injuries as well as the adequacy of equipment and procedures affecting your survival and escape.

In addition to completing the following specific information, please feel free to comment on any aspect, before, during or after the accident, that you believe may have had a bearing on the accident cause or on subsequent events.

STATEMENT

Name: Robert chapel Age: 60 Height: 5'11" Weight: 180 lbs
Address: [REDACTED] Granby CT 06035
Occupation: Horse shoes Telephone: [REDACTED]
Injuries: None

If you sustained injuries and were treated, provide name and address of doctor or treatment facility:

Are you handicapped (through vision, missing limbs, spinal problems, etc., which may affect your movements.)
Please specify:

No

Seat Location: If you do not recall your seat number, please specify your position as on the left or right, aisle window location, number of rows from the front or back, near a specific door or any other method which assist in locating your position.

Single pilot Gyroplane

A. MY OBSERVATIONS BEFORE THE ACCIDENT

Describe your observations before the accident happened such as the weather conditions; the lighting conditions; whether or not you have a seatbelt fastened; your outside observations, etc.

after a high speed taxi run down Rwy 21 Samsbury
to determine if crosswind would be a problem (wind conditions were changing constantly at
the time of Departure
taxied back to hold position and pre spin my
rotor blades to allow a take off roll,
take off roll was longer than usual due to wind
conditions

B. MY OBSERVATIONS DURING THE ACCIDENT

Describe the accident circumstances, considering such things as any unusual occurrences during the accident; the presence of fire or smoke; the direction in which you were thrown; the severity of the impact; etc.

after departure off Runway 21 at about 200 ft AGL
my rotor speed started to decay and it was apparent
that I would need to land the Gyro immediately.
Landing area was within the Samsbury town Dump which is
just off of Rwy 21 that is where I put it down on
the only suitable space available

Landing was normal on the main but because rotor speed
was low I couldn't hold nose wheel off long enough and
the result was compression of the nose wheel strut.
Because the landing was on a slight slope the gyro rolled
over on its side. Rotor blades destructed upon roll over with
damage to prop blade also

C. MY OBSERVATIONS AFTER THE ACCIDENT

Describe your method of escape and any difficulties encountered with your seat, seatbelt, debris, etc.; the reaction and behavior of other passengers; your observations of any outside rescue attempts; any occurrence which seemed unusual to you; etc.

Someone at the Airport #09 phoned 911 when they didn't
see me make it back to airport
Local Emergency Fire, Police soon showed up

D. OTHER GENERAL OBSERVATIONS

You may use this space to comment on any other aspect of the accident or you may sketch the general accident scene as you observed it, your escape method or the location of fire, etc.


Signature

FOLD HERE THEN STAPLE BEFORE MAILING

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL TRANSPORTATION
SAFETY BOARD



NATIONAL TRANSPORTATION SAFETY BOARD
BUREAU OF ACCIDENT INVESTIGATION
WASHINGTON, D.C. 20594

(FOLD AND STAPLE BEFORE MAILING)