



MEMORANDUM OF RECORD

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: December 6, 2017
Person Contacted: Michael Smith (SPORT PILOT CFI)
NTSB Accident Number: ERA18LA027

Narrative:

After the CFI reviewed the post-accident order of events with the pilot, they agreed with the narrative and the 6120 report as being accurate. He added that he was a Sport Pilot Instructor and is retired military where he was a flight engineer with about 4,000 hours total time.

Prior to the training flight, he (pilot) provided the CFI his certificate number, address, and his approximate total time of 330 hours, and said he flew about 98 hours in the past 12 months.

The pilot was flying the aircraft and after takeoff around 75 to 100 feet, the RPM dropped. The pilot gave it full power and the engine "just didn't respond" He (CFI) took the controls, turned the gyrocopter around, back towards the runway and landed in the grass. The landing was hard and resulted in some damage to the airframe.

[END]



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Date: April 9, 2021
Person Contacted: Michael Simmons (Pilot/Owner)
NTSB Accident Number: ERA18LA027

Narrative:

Follow up telephone call with the pilot owner (Simmons) to discuss follow up maintenance and determination of cause.

Simmons stated that he took the aircraft to be repaired and to find out what caused the power fall off. It was determined that the aircraft was damaged beyond repair and it was subsequently "totaled" No cause of the engine failure was determined.

He hypothesizes that somehow the turbo failed during the transition to full power as they were climbing. The engine was working beautifully during preflight and takeoff, but once they added full power and the turbo kicked in, the power fell off and they were unable to get it back. They were too low to troubleshoot and were forced to make an emergency landing. However, without a detailed examination of the engine, its "anyone's guess," as to what caused the failure.

[END]