

N198LT – Timeline of Aircraft Sale and Assembly

Geoff Painter from Cloud 9 Helicopters in West Palm Beach Florida began conversations with Lou Trillo regarding the purchase of an AutoGyro Cavalon kit.

On February 7, 2017 Geoff Painter, of Cloud 9 helicopters emailed a document signed only by him (not Lou Trillo) which outlines the terms of the build assist, Phase 1 fly off, and customer demo flights after assembly.

AutoGyro USA created a Purchase Agreement for this sale and it was signed by Lou Trillo on February 9, 2017. Typically this agreement would have been created by Cloud 9 but this would be their first sale and they did not have their own Purchase Agreement.

AutoGyro USA received Lou's initial deposit on the plane on February 10, 2017.

The aircraft was shipped inside of the container from Germany and it arrived at Cloud 9 in West Palm Beach, Florida on Friday, March 31st. Sun n Fun airshow was scheduled immediately after the container was delivered.

Cloud 9 Helicopters was paid a commission for the sale of this aircraft to Lou Trillo on April 11, 2017.

Andy Wall discussed the assembly of Lou's Cavalon with Geoff Painter during Sun n Fun. AutoGyro agreed to organize a builder to assist Cloud 9/Matthew Hood on their first build. Geoff Painter requested that a mechanic from Germany assist them with their first assembly.

Lou Trillo was eager to get the aircraft assembly underway and applied pressure with the Cloud 9 team, Andy Wall continued to try to organize a mechanic from Germany but could not organize this within the timeline that Lou was expecting. Andy Wall contacted Mike Burton to see if he would oversee the build, Mike Burton is very experienced in Cavalon assembly. Unfortunately, Mike was too busy, but he recommended Calvin Cannon from his team to oversee the build, Cal flew to West Palm Beach on May 14th to work with Lou Trillo and Matt Hood on assembly.

The aircraft received its airworthiness certificate on August 17, 2017

N198LT

Timeline of Events Leading Up to aircraft retrieval

AutoGyro USA was contacted by Lou Trillo (Cavalon Gyro LLC) around September 18th. Lou asked me if AutoGyro USA would assist him in the sale of his Cavalon. His Cavalon was based at North County Airport (F45) in West Palm Beach, Florida and being hangared with Cloud 9 Helicopters. Cloud 9 used to be an independent location for AutoGyro but they are now affiliated with a competitor gyro company and he thought he would have a better chance to sell it if it was at an AutoGyro location.

I let him know that we would assist him in the sale of the aircraft *after* the Phase One fly off and conditional inspection were finished. Upon completion of these tasks, Mr. Trillo was going to organize transport of his aircraft via Truck from F45 to AutoGyro USA location at 210 Airport RD, Stevensville, MD.

The airworthiness certificate for this aircraft was originally issued in August 2017. I asked Mr. Trillo if the Phase One Fly Off had been completed and let him know that his aircraft was due for a conditional inspection because it had exceeded its first year of service. (attached screen shot of text message between Lou and myself). Lou's text message stated that Andy (Wall) is completing fly off starting 9/22 (already passed conditional inspection due date) and the inspection would be done when the fly off was complete.

On October 1st, I received a text message from Lou indicating that in 10 days he would be ready to ship w fly off and annual inspection in hand, barring any further delays.

On October 11, I received a photo via text message from Mr. Trillo with the conditional inspection logbook entries indicating that the conditional inspection had been completed. His text message commented that the "fly off is moving slowly due to high winds"

On October 16, I received another photo via text message from Mr. Trillo with the conditional inspection logbook entries and this photo also included the transponder cert entry. He also noted "the fly off continues" (photo attached)

On October 22nd, I sent a text message to Mr. Trillo to ask him if the Phase One fly off was completed. His response was "they told me I can arrange for transport Monday. One week (October 29th).

AutoGyro USA was planning to exhibit at the Sport Aviation Expo in Deland Florida and this event was scheduled to begin on Thursday, November 1st. With the timing of Mr. Trillo's aircraft completion being close to the start of this event, that was being held in Florida I contacted Chris Lord to see if he thought we should ask Lou if we could display his aircraft at this event. Chris agreed it was a good idea, and it would give Lou's plane good exposure. I contacted Lou and he agreed that it was a good idea and that we could use the aircraft for the Deland show. I forwarded Lou's contact details to Chris and the two of them made the pickup arrangements, Chris was to retrieve the aircraft from North County (F45) on Monday, October 29th.

Chris and I had a verbal conversation about the logbooks and discussed that he would check them before he flew the plane to make sure that the logbook entries for the conditional inspection and the Phase One had been made.

I contacted Chris on the morning of the 29th via text message (attached) to see if he was on his way yet. He confirmed that he was 20 minutes away at 9:18 am and that Jeff Hudson was flying him to F45 to retrieve the Cavalon. They were on their way and his point of contact when he arrived was Geoff Painter. After speaking to Chris, he told me that when he arrived he checked the logbooks and the Phase One Completion had not been logged, he pointed this out to Geoff Painter and he made the entry in front of him and his entry noted that the aircraft needed a rotor balance.

Chris departed F45, during his flight he created a video from the cockpit of N198LT to show me how much the control stick was shaking. (video attached) He also sent a text that stated, "carbs leaking fuel, airspeed indicator not working, can mix eggs with this control stick", next text message "I see how roughly this was put together"

Chris flew the aircraft from F45 to Sebring Regional Airport where he met Jeff Hudson. The two of them worked together on the plane that afternoon.

At 6:28pm, Chris sent me a text to update me, his text said "got the airspeed indicator working, have been working on balancing the rotor, Jeff and I got the carburetors tightened, tighten some other stuff in the engine bay, the cabin heater handle was disconnected got that hooked up as well"

At 6:43 pm, Chris sent me a text to ask me if it was okay if he bought Jeff dinner that night for helping him that day.

I had no additional correspondence or communication with Chris regarding this aircraft.