

Geoff Painter (Cloud 9 Helicopters)

From: Geoff Painter (Cloud 9 Helicopters) [REDACTED]
Sent: Monday, January 21, 2019 2:42 PM
To: [REDACTED]
Subject: Re Christopher Brugger.

Dear Sir

I write in response to your letter requesting information in relation to the unfortunate passing of Christopher Brugger.

The document was accepted by Signature Flight Support on our behalf when we were on vacation, therefore we have only just received it.

I note your request requiring preservation of records and correspondence, those that we have copies of we will preserve.

In relation to insured coverage in relation to the Auto Gyro Cavalon 198LT I will add the following comments after having had discussion with our General Liability Insurer:

The Aircraft was not owned, operated or maintained by Cloud 9 Helicopters LLC and as such our insurer would decline coverage.

I did fly the aircraft using my own non owned insurance with a Hull Liability limit of \$100,000.

In terms of brief history this is what I understand;

Auto Gyro USA sold the aircraft to the owner
We introduced the owner to Auto Gyro USA and Auto Gyro paid a commission for such even though we were not an authorized dealer. We then paid a proportion of this Commission to a sub contract employee who indeed assisted Auto Gyro USA in completing the sale.

I entered a separate agreement with the owner to provide resources for him to access in order to facilitate him with his build. In exchange for the advice and assistance provided, he agreed to provide me with 75 hours of flight time usage on the completed aircraft after it had been registered with the FAA and received an airworthiness certificate.

Three people took part in the build process, the owner and 2 other qualified mechanics who had either undergone Factory Training or were deemed an Expert Builder. Auto Gyro USA sourced and paid for an Expert Builder from their Utah Dealership who then spent just under 2 weeks working with the owner and an independent mechanic to build the kit. The independent mechanic who held an FAA Inspection Authorized Certificate was also subsequently manufacturer trained by Auto Gyro Germany prior to formal aircraft completion.

The Aircraft was also inspected by the Factory Head of Maintenance/Training at the request of the independent mechanic before it's first flight as a secondary safety back up. There were some discrepancies noted and communicated directly with Auto Gyro USA's Utah Dealer. A factory trained and authorized mechanic, upon Auto Gyro USA's request completed and rectified these discrepancies before its DAR Certification.

At this Point an FAA Authorized Designated Airworthiness Representative met with the Aircraft Builder of Record, inspected his aircraft, audited his build records and issued an FAA Special Airworthiness Certificate, as is issued to experimental amateur built aircraft.

The same manufacturer trained and certified Inspection Authorized mechanic also completed the condition inspection that took place on or around Oct 3 /4 2018.

I flew the aircraft during the Phase 1 inspection but I was not the only pilot who flew it (4 pilots in total flew the aircraft to my knowledge). The machine was also flown during the Phase 1 stage by one of the most experienced Auto Gyro Cavalon pilots in the USA.

I never conducted any maintenance action on the aircraft and confirm the only people to my knowledge who touched the aircraft from a maintenance perspective were the owner, an expert builder supplied and paid for by Auto Gyro USA and a factory trained and approved independent build mechanic.

Geoff Painter, President
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