

To whom it may concern.

My name is Jeffrey Hudson Light Sport CFI [REDACTED] Airplane and Gyroplane.

This report is my timeline recollection of the Cavalon N198LT which crashed on October 30th 2018 with two fatalities.

On October 29, 2018 I flew with Chris Lord in an ELA Eclipse 10 gyroplane from the Sebring Regional Airport (KSEF) at 8:40 am to North Palm Beach County Airport (F45) a distance of 70km arriving at 9:20am.

The purpose of this flight was to ferry an AutoGyro Cavalon Experimental N198LT back to Sebring and ultimately Chris Lord would fly it to the Deland Florida Airshow on October 31, 2018 to display and try to sell it.

After arriving at North County Airport the people Chris Lord was picking up the Cavalon from came out to the ramp, briefly met with Chris Lord, they signed off the 40 hours per the experimental requirements and gave Chris the necessary documents, Chris preflighted the Cavalon.

Chris departed in the Cavalon and I in the Eclipses , at 10:00 am, arrived in Sebring at 10:55 am.

Talking with Chris after landing in Sebring, he said the Cavalon had some stick shake and that the rotor probably needed some balancing or have the tracking checked. He also said the airspeed indicator was not reading at all.

At this point we uncowled the engine to inspect the gyroplane. There was some fuel residue in both the carburetor overflow trays so we retorqued the carburetor bowl bolts to the specified 48 inch pounds and resafety wired them.

We inspected the engine compartment found no further maintenance issues.

Chris inspected the back of the instrument panel and found the airspeed indicator had apparently never been connected. He connected the airspeed as per the manual.

Chris and I flew the pattern to check the stick shake with two people on board after which we taxied back to the hanger. The airspeed indicator worked after he hooked it up on this flight.

Chris installed a small washer in one of the rotor blades a technique to balance the rotor blades. When turning the washer slings outboard in the blade effectively balancing the rotor.

Chris and I then taxied out and did a test flight around the pattern, the rotor vibration persisted.

We taxied back to the hanger, removed the washer we had inserted and moved it to the other rotor blade. Flew the pattern together again and found the stick shake persisted.

We put the gyroplane in the hanger and left the airport for the day.

The next day October 30, 2018, Chris flew solo from Sebring about 7:00 am to Tailwinds airport, a private airport 67 nm miles east of Sebring to meet someone there to look over their gyroplane . He returned to Sebring approximately 12:00. I was not present when he left or returned.

I got back to the sebring Airport about 12:30 pm, Chris did not mention any issues with the Cavalon N198LT to me.

About 3:00 pm Chris departed with another gyroplane pilot, also named Chris, to fly to the Manatee Airport (48X) about 63 nm away to drop him off there, about 10 minutes later the fatal crash occurred about 8 nm west of the Sebring Airport.

This information is correct to the best of my knowledge.

Jeffrey Hudson October 31, 2018

[REDACTED]

Sebring, Fl. 33870

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Fwd: Information
Date: Friday, November 9, 2018 2:36:31 PM
Attachments: [REDACTED]

Subject: Fwd: Information

Hello Sir,

My name is Dan Holcomb. I was a friend of Chris Lord and was asked by our friend Sheriff Kevin Turner to forward this email from Jeff Hudson to you. I just got off the phone with Greg Spicola who is another Gyroplane CFI in Tampa that I have personally known for three years. These individuals are willing to talk to you about the history of the Autogyro Cavalon that crashed and their phone numbers are provided.

If I can be of assistance please call me at [REDACTED].

Thank You,
LtCol Dan Holcomb
USAF Retired

Sent from my iPhone

Begin forwarded message:

From: Jeffrey Hudson [REDACTED]
Date: November 8, 2018 at 20:22:20 CST
To: [REDACTED]
Subject: Information

Hi Dan,

I have attached the Cavalon owners registration information, I found his name on Broward County Property Appraiser site.

Here is a short summary of information from yesterday and today.

Jason [REDACTED] the gyro instructor that worked with Chris talked with **Greg Spicola** [REDACTED] who I also spoke with today in person, told me the owner of the Cavalon while building the gyro, with builder assistance from Cloud 9, damaged a push pull control cable (Teleflex cable) while assembling the gyro by stretching it.

He wanted Auto Gyro to replace the cable and compensate him for the work that would involve substantial disassembly and reassembly to replace the cable.

Apparently someone at Auto Gyro said the gyro was being built with builder assist and they would not replace the cable for free or compensate for labor required.

At this point apparently the owner decided he no longer wanted the gyro and told Cloud 9 to sell it.

The gyro allegedly was flown after finish construction by **Denny Velarde** [REDACTED]. I don't know how long it was flown, but I was told by Greg Spicola that Denny Veladre said the controls were too tight and he would not fly it again.

Andy Wahl, formally with Auto Gyro trailered the Cavalon to the Sebring Florida Light Sport Expo in January 2018 and put it on static display.

According to Greg Spicola, the gyro was offered for sale at \$84,000, which Greg Spicola said was very low.

Andy would not fly it to do a demo for a potential buyer at the Sebring Expo, according to Greg Spicola.

Andy Wahl is the person I believe Terri Rose at Auto Gyro told me flew off all or most of the 40 hours in Phase 1 testing.

At one point Greg told me Andy Wahl had a potential buyer at the Pine Shadow airport here in Florida and wanted Greg to train him, Greg refused.

I know this is a lot of he said she said, but talk to Greg Spicola and Jason.

This is my best recollection as it was told to me by Greg and Jason. Speak with them and try to fill in the blanks and correct anything I have miss typed.

A lot more people need to be interviewed in my opinion by someone with authority, someone is going to have a guilty conscience and talk.

I believe someone can get to the bottom of this.

We owe it to Chris and his family.

Jeff Hudson

Sent from [Mail](#) for Windows 10