



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: January 1, 2020
Person Contacted: Louis Trillo - Owner/Builder
NTSB Accident Number: ERA19FA034

Narrative:

Mr. Trillo was the owner/builder of the accident gyrocopter. Purchased the kit thru Cloud Nine, Inc. Mr. Trillo was not a pilot and intended to get a sport pilot certificate with the gyrocopter. He was interviewed by telephone, and the following is a summary of the interview.

The 40-hour fly-off was performed by Cloud Nine Helicopters. There were at least two pilots, possibly three. The 40-hour fly-off was part of the deal. The original purchase contract included builder assist and the fly off.

Mr. Trillo said that he had lost his interest in becoming a pilot and flying his aircraft, and the people at Cloud Nine were no longer affiliated with Auto-Gyro. So, he contacted Auto-Gyro and completed an agreement for them to pick up the aircraft, and market it for sale at the Deland Air Show, which would run November 1-3, 2018.

Mr. Trillo signed an agreement with Auto-Gyro and discussed that the Conditional Inspection and the 40-hour fly-off would be completed by the time Auto-Gyro's pilot took delivery.

Mr. Trillo's understanding was that the paperwork was completed as discussed prior to the pilot taking delivery of the accident gyrocopter.

Follow-up Interview 12/18/2019

Nothing could happen (test flight) until after the airworthiness certificate was issued. Flight test was performed by Geoff Painter and Andy Wall. When asked about Mr. Denny Vellarde test flying the gyrocopter, he said he had no knowledge. "I don't recall Denny ever flying that thing." Later in the conversation, he said, "Now that I think about it, I think Denny started it up and

taxied it, took it for a 'little roll' and that he had an issue with it. I don't remember what it was. It could have been the flight controls."

When asked why the gyrocopter sat for so long with no hours being flown, Mr. Trillo said that Mr. Painter and Mr. Wall were "unavailable" to complete the fly-off.

When asked about bills for the fly-off, Mr. Trillo said he did not know. He said he had an account at the FBO at North County Airport but couldn't recall if his credit card was billed.

Mr. Trillo became frustrated and disinterested in the project and finally requested that AutoGyro USA broker the sale of the gyrocopter.

When asked about quality control issues, he said, "I had issues with the doors, the doors wouldn't seal properly, and I asked a factory representative to correct the doors. The representative fixed the door, did not charge me, and did not make an entry in the maintenance logs."

Matt Hood was building this thing, and I was standing by. The directions were on the computer and then Calvin Cannon was sent to help with the build and "certify" Matt to build these gyrocopters. "I put on stickers and wheel covers, nothing critical."

When asked about the connection of flight control cables, he said, "You mean the joysticks and the cables?" He was asked who was involved in the assembly and connections of the cables, he said he did not know.

Mr. Trillo was asked if he had any product issues or warranty claims with the gyrocopter besides the doors, and he said there were a few things, but he didn't remember what they were. He said he got whatever was requested without dispute from AutoGyro.

I remember something about a guy from Autogryo telling Geoff Painter not to fly the gyrocopter until the rotor blades were balanced. He said he wasn't certain that's what it was, or who said it. Mr. Trillo said he "caught wind of it" through Geoff Painter.

Mr. Trillo had no recollection of anyone saying the flight control cables needed adjustment or replacement.

Mr. Trillo said Mr. Lord called him and introduced himself. He heard Mr. Lord was very credentialed and accomplished but put him directly in touch with Mr. Painter to pick up the gyrocopter.