



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

December 4, 2019

Subject: ERA19FA034 Sebring, Florida
Aircraft: AutoGyro USA Cavalon
Name: Bob Snyder – Test Pilot – Autogyro USA

Mr. was the test pilot/flight instructor at AutoGyro USA headquarters in Stevensville, Maryland.. Over the course of the investigation, Mr. Snyder provided information with regard to the accident gyrocopter make and model. Information was discussed in person, over the telephone, and by email. In a telephone interview, Mr. Snyder was asked about the Teleflex flight control cables in the Cavalon, their installation, and points of adjustment.

According to Mr. Snyder, the cables were used to control pitch and roll. Each cable was made of steel, and one cable was “slightly shorter” than the other, and that each was “marked” to identify its use. There was an adjustable clevis at each end, and the cables could also be adjusted “in the middle.”

Mr. Snyder was asked if the cables were measured to a particular nominal measurement before installation, and he said no. He explained that they were delivered at their nominal length, installed in the gyrocopter during construction, and that “micro-adjustments” were then made at each clevis “prior to final assembly.”

Mr. Snyder was asked about replacement of installed cables, and the difficulty of the task. He replied, “It wouldn’t be my favorite job, but it’s not difficult.” According to Mr. Snyder, the cables are replaced in the event of a rotor strike.

Mr. Snyder was asked if the gyrocopter could be controlled by electric trim in the event that a flight control cable became disconnected. He said that it could, and that the procedure was described in the Cavalon POH (Section 3 Para 3.8).