



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 1/16/2020

Person Interviewed: Mr. Chris Lynch, Airport Manager, Boire Field

NTSB Accident Number: ERA20LA076

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Lynch stated that two air traffic controllers, as well as a pilot in the airport traffic pattern at Boire Field (ASH), witnessed the accident.
- He stated that the aircraft appeared to be on a very long takeoff roll at highspeed when it ran off the left side of runway 32 and flipped over.
- He stated that the media reports were incorrect.
- He estimated that the aircraft travelled more than half of the runway length before traveling onto the grass, where it travelled an additional 150-200 yards before coming to rest inverted.
- He reported that the aircraft wreckage was moved to hangar 97, and that they would be draining and testing the fuel, and that there was a very strong smell of fuel.
- He found it very odd that the pilot continued the takeoff roll when the aircraft failed to become airborne in the normal takeoff distance.
- He stated that the pilot completed training in Italy and then did the factory- assist build in before the gyrocopter was shipped to the pilot in the United States for the final assembly.
- There had been some minor damage to the aircraft caused by a fallen ladder that the pilot had repaired.
- He added that the pilot had started flying the gyrocopter about 1 month prior to the accident.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 1/17/2020, 0950 EDT

Person Interviewed: Mr. Drew Johnson, CFI, Air Direct Airways

NTSB Accident Number: ERA20LA076

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Johnson is a CFI for Air Direct Airways and had entered the left downwind for a full stop landing with a student pilot.
- He heard the air traffic controller indicating to the accident pilot that he was having trouble hearing him on the radio, and the pilot acknowledged and indicated that he would look at his radio.
- The pilot did not sound impaired, although he did key the microphone a bit long causing a "hot mic."
- Mr. Johnson received the clearance to land and was instructed to leave room for one departure, so his student extended the downwind leg.
- When they turned to final, he noticed the gyrocopter on a takeoff roll.
- After a few seconds of watching the takeoff roll he noted that the gyrocopter was veering to the left of the centerline, and stated to his student, "What is he doing so close to grass?"
- He stated that the gyrocopter seemed to slowly drift toward the grass and did not appear to ever rotate, and then "tumbled."



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 1/16/2020, 1538 EDT

Person Interviewed: Mr. Mark Masse, Mid-West Air Traffic Controller, Boire Field

NTSB Accident Number: ERA20LA076

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Masse was working in the control tower at Boire Field (ASH) at the time of the accident and witnessed the accident.
- He stated that the pilot requested takeoff clearance to fly in the airport traffic pattern.
- Everything seemed normal during the takeoff roll until he noted that the aircraft was using a lot more runway than was typical, coming almost even with the tower.
- When the aircraft approached the portion of the runway adjacent to the tower, he noted that it was drifting toward the left part of the runway, and left main gear departed the runway “about even with the control tower.”
- Mr. Masse did not see any evidence of the pilot attempting to slow down or alter his course to avoid exiting the runway.
- He stated that the aircraft was completely off the runway and in the grass about 750 feet prior to taxiway Charlie. The aircraft “popped up and bounced over taxiway Charlie, landed once on the other side, bounced, porpoised and nosed-in on the second impact.”
- The aircraft was moving very fast across the grass and came to rest about 750 feet on the other side of taxiway Charlie.
- Mr. Masse found it very unusual that the pilot used over 3000 ft of runway and the aircraft was not yet flying.
- He noted that the pilot sounded normal when responding to his takeoff clearance.