



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: October 8, 2019
Person Contacted: Jeff Wright (Pilot)
NTSB Accident Number: ERA20TA005

Narrative:

Called and discussed the accident.

According to the pilot, this gyroplane was a Silverlight AR-1. It has a two blade main rotor and a prop in back driven by a Rotax 914UL engine. It had tandem seating for two.

He is not a private pilot, but a student pilot on a cross country flight.

The flight was uneventful. He departed north Tampa and was enroute to Sebring, Florida.

About three quarters of the way to the destination between 900 & 1,000 feet, he heard and felt a bang; possibly several bangs. Had no idea what it was. He attempted to push the throttle in for power but there was nothing there. The engine didn't respond. He had no power.

As he was descending, he found what looked like a nice field. It was wide open and covered with grass and appeared nice and smooth.

The approach and landing were good. The grass, however, was tall and it obscured what was underneath it. The gyrocopter settled down into the grass and as soon as the wheels touched down, the vehicle immediately slowed, tipped slightly and sunk into the mud. It was very deep mud, like quicksand. The blades probably contacted the mud during the landing and caused the damage.

He exited the cockpit and jumped into the mud, but he quickly sank up to his chest and held onto the vehicle before pulling himself in and calling his girlfriend and instructor who called fire rescue. Several cars showed up and the people told him not to get out and to wait for rescue. He was not injured during the accident, but he received minor injuries during the police helicopter rescue when he was flung from the helicopter skid.¹

[END]

¹ See accident number ERA20LA004 for details about police helicopter accident.