



Heidi Kemner
Senior Air Safety Investigator
Eastern Region Aviation

December 15, 2020

Subject: ERA21LA071
Who: Raul Salazar – Pilot's flight instructor

In a conversation, Mr. Salazar stated the following:

- The pilot was a careful pilot
- Usually what he was doing was practicing every weekend
- Last time I talked to him, around Oct 17th, he finished flying the phase 1 of his gyroplane.
- He was usually just flying and having fun.
- I talked to him on Dec 4th, got the certificate and he didn't receive his new sport pilot.
- The FAA lost, second time, it had a mistake.
- I sent it again the 4th of Dec.
- There was a service bulletin for the Rotax 914 - not sure if that engine was on it.
- It was on IFR weather. Mist.
- He did 23 hours of training with the pilot of the gyroplane.
- We don't let anyone go flying before he did 100 takeoffs and landings. He has more than that for experience.



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Subject: ERA21LA071
Who: Abid Farooqui – Silverlight Aviation - President

In a conversation, Mr. Salazar stated the following:

- The gyroplane was equipped with a MicroSD card record engine parameters and flight data parameters. MGL avionics - mini EFIS - X-treme EFIS
- The manufacturing plant is near Tampa.
- He flew with pilot in that gyroplane.
- Test flew the airplane - 3/5-4 hrs to make sure the gyroplane was set up correctly.
- I have flight time in that specific gyroplane.
- Tested it to 60 degree turns, flew it past Vne, flew it nose up, nose down.
- It was one of the smoothest gyroplanes we've produced.
- It's one of the most honest models that we produce.
- I test flew it and took it to the operating limits and it flew fine.
 - Nose up/Nose down - 30 degrees.
 - Pedal turns
 - Left/Right turns - 60 degrees
- He flew off the 40 hrs - phase 1
- When he flew it from Zypher hills to Deland - 70 miles, I followed him.
- It was 2 or three months ago.
- He had roughly 60-70 hours of gyroplane PIC
- He had roughly 50 hours on that machine.
- Flew it to Sebastian, FL, which is 98 miles from Deland. When he went 98 miles that means he finished that phase..
- I test flew it between 2-3 months ago. Shortly after the airworthiness certificate was given.
- Earlier, that engine was having issues going low power to high power. It would hiccup. We contacted Rotax, they sent us a brand new engine. The engine got

changed right after because something wasn't right. They sent a guy to help install it too.

- The new engine worked fine. Those engines usually are fine, so that was a fluke, but they changed the engine.
- Maintenance Logs - he should have those in the hangar. There is a separate logbook for the airframe and engine log.
- I have a text message from him on Nov. 26, he was having a problem opening the fuel cap. I told him to take off the screws to take the whole thing off and he fixed the issue. He flew that day.
- I thought he got fuel from DeLand. It's car fuel.
- That engine doesn't like leaded fuel.
- I believe he used the correct funnel that had a filter to make sure no water was in the fuel.
- I don't think he would have messed with the controls after we set it up. He shouldn't have had to mess with the control surfaces, the gyroplane was smooth.
- He was not the type who would go fly aerobatics or go fly into the IFR.
- Raoul Salazar - and Rich in Sebastian, FL. They would have copy of the endorsement. Raoul trained him in a different model but was similar. I took him in an AR-1 for 2 hours. It took him only 1 hour to get a hang of it. He did the transition training with me.
- To take it to Deland, he had to do his solo at Zephyr Hills. He soloed twice.
- He was fine flying the AR-1.
- He was a new pilot and was competent. He knew his limits.
- They gyroplane was supposed to go to South Carolina after he finished his phase 1. So he was shortly going to take up there.
- Since the pilot was local in Florida, he came over a few times, maybe 3 times. He would come over for a week or two at a time and assembled the gyroplane in their facility.