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Aviation Safety / Eastern Region

Date: March 27, 2024

Subject: ERA24LA153 Record of Conversation

Contact: Bob Schalkoort, pilot

The following is a record of conversation with Mr. Bob Schalkoort. Mr. Schalkoort was interviewed by phone on March 27, 2024, at 1433 EDT. He was called at [REDACTED] and provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

At this stage of the conversation, he was advised that for transparency I would be typing the notes and would send them to him for review and comment.

When he got to the end of the runway, the engine stopped producing power and he did not have enough forward movement, so he decided to come down like a helicopter. He was about 60 feet agl at the time. He attempted to land on crossroad, but the wind blew him backwards, and the tail hit the concrete fence and that flipped the gyrocopter over.

I asked how long had he been taxiing and doing the run-up? He estimated 6 minutes. He completed an engine run-up and everything was fine. The gyrocopter does not have carburetor heat.

I shared with him the inspector's record of interview in which it stated, "Pilot stated, they took off lifting off but was not climbing fast enough and unable to maintain airspeed and altitude, so he decided to attempt (a) landing." He believes he had a

partial loss of engine power. I explained that I will want to examine the engine in that case and inquired as to a nearby mechanic. The closest maintenance facility is perhaps Miami Executive Airport, where he gets his annual inspections completed at Wings Aircraft Maintenance.

Mr. Schalkoort is going to be leaving for Canada in 3 days, so I asked if there was someone with whom he could leave a key with so that I could access the hangar and examine the engine since he will not be returning until October. He said that he would get back to me.

The digest was e-mailed to him for review on March 27, 2024. No edits were received. The final digest was sent to him on April 23, 2024.