



RECORD OF PHONE CONVERSATION

Fabian Salazar
Aviation Accident Investigator
Western Pacific Region

Date: July 10, 2018
Person Contacted: James and Melissa Dayka
NTSB Accident Number: WPR18LA190

Narrative:

On July 13, 2018, about 10:00 Pacific daylight time, I interviewed Mr. Dayka at his hangar in Tacoma, Washington. During that interview Mr. Dayka explained to me that he was planning on staying in the traffic pattern and do some touch and go's. On the day of the accident he got to the hangar about two hours before the flight. He and his wife were in the aircraft. Tower clear him for takeoff on runway 17. He advised tower that he would need thirty seconds to get going. He took runway 17 and attempted to engage the pre-rotator, but the pre-rotator would not sync with the ring gear. Tower made a comment to him "That sure is a long thirty seconds" The pilot took that comment as pressure from the tower to do something like takeoff or get off the runway. Mr. Dayka cancelled his take off clearance and exited the runway for the run up area. There he successfully engaged the pre-rotator. He requested and received clearance to takeoff from runway 17. He entered the runway, successfully engaged to pre-rotator and accelerated the main rotor to the desired 200 RPM and 2000 engine RPM. Mr. Dayka said he remembers pulling the control stick fully aft while accelerating down the runway. He said that the auto gyro took off and immediately began severely vibrating. He said he didn't know how high into the air he got and the next thing he knew they were sliding on their side down the runway. He thought that he had slide several hundred feet down the runway. He recalled witnesses helping him and his wife out of the auto gyro. During the interview he wondered if he could have pushed the control stick forward to counter some wind that may have been present.

In a follow-on interview with his wife, she does not fly the auto gyro and didn't know much about it. She didn't recall anything different on the takeoff roll and thought that they might have gotten 40 to 50 feet in the air before the crash.