



RECORD OF PHONE CONVERSATION

Fabian Salazar
Aviation Accident Investigator
Western Pacific Region

Date: July 12, 2018
Person Contacted: Cammie Patch, Flight Instructor
Glass Cockpit Aviation
NTSB Accident Number: WPR18LA190

Narrative:

On July 13, 2018, about 10:00 Pacific daylight time, I interviewed Ms. Patch. She said James Dayka wanted a gyrocopter that was pre-built by AutoGyro. She didn't remember but thought they flew for about 20 to 25 hours. She wanted the buyers to be better than other people in flying the gyrocopter. She was happy with his performance. She flew with him around Tacoma. She described that the accident he had was predictable in how he had described it. She said this type of accident is common with a gyrocopter. Pilots sometimes attempt to takeoff without pulling the stick all the way back. She said she did it once when she was distracted by strong winds.

She talked about why it was important to pull the stick fully back during the takeoff roll. If the rotor is not moving it is possible to pull the stick fully back and cause contact with the airframe. AutoGyro put a microswitch to make sure the stick is fully forward during pre-rotation. After achieving 200 RPM you pull the stick fully back. The centrifugal force keeps the main rotor from hitting the airframe. She said that distractions can make people forget to pull the control stick back. She believed this is what happened because of the distance the gyrocopter skidded after hitting the runway. She said that when you leave the stick fully forward the rotor is flat and when you takeoff in that configuration, you pick up a lot of unwanted speed. If you then pull back on the control stick, you get a lot of wind under the rotor and that increases the angle of attack, so the gyrocopter goes straight up. To keep this from happening, she teaches that aborting the takeoff is the best course of action over trying to save the takeoff. She said that it could also possibly be that he pulled the stick back before the rotor had enough RPM, but James said he had 200 RPM in the main rotor so that couldn't have been the case.

When asked about the operator's manual stating the control stick in the back must be removed unless there is an instructor in the back providing instruction, she stated that she does not

recommend that because it is difficult to put it back in. She stated that she thought it was a bigger risk to constantly be putting them in and taking them out. She said they always just leave them in. She says that she has never heard of anyone removing them unless there is baggage in the back.

Date: July 25, 2018

Person Contacted: Justin Vanslyke.

Pierce County Aviation

NTSB Accident Number: WPR18LA190

Narrative:

Mr. Vanslyke said he noticed the gyrocopter on the takeoff roll and the “top gyro” (rotor) was parallel to the runway. As it accelerated down the runway, the main rotor tilted back to almost forty-five degrees. The gyrocopter immediately took off, rolled and struck the runway with the rotor system as it slid off the runway. Mr. Vanslyke was about a half mile away from the gyrocopter when this occurred.