



Starr Blum
Aviation Safety Investigator
Western Pacific Region

Date: January 25, 2023

Subject: WPR23LA085

Contact: Michael Ormerod, Aviation Inspector, FAA

Inspector Ormerod stated during the postaccident examination flight control continuity was verified. Manual rotation of the propeller revealed no indications of internal engine stoppage. After examining the nose landing gear, no cracks or breakage were found. The point in the accident sequence at which the nose gear bent could not be substantiated. At the time of the accident the gyroplane was current with the 12-month conditional maintenance inspection. The pilot reported to Mr. Ormerod that there were no preflight mechanical failures or malfunctions that would have precluded normal operation.