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Aviation Accident Investigator
OAS- Western Pacific Region

Date: 3/25/2026

Subject: WPR26LA137, Record of conversation with the pilot

Contact: [REDACTED], Gyrocopter pilot

I spoke with Mr. [REDACTED] regarding the circumstances surrounding his accident involving gyrocopter N247WR. [REDACTED] stated that he was conducting a recreational flight in the traffic pattern at West Desert Airpark, Utah (UT9).

He reported that weather conditions at the time of the accident were clear, with calm winds. He was performing touch-and-go landings in the traffic pattern for runway 17. The accident occurred during his fourth landing.

Mr. [REDACTED] stated that the initial touchdown appeared normal and estimated his touchdown speed to be approximately 62 to 63 miles per hour. He noted that the main landing gear touched down smoothly; however, when the nose wheel contacted the runway, the aircraft abruptly jerked and began to bounce. The aircraft first bounced to the left, then to the right, and again to the left before slowly rolling over onto the runway.

He explained that it is his normal practice to slow the gyrocopter to approximately 30 miles per hour before allowing the nose wheel to touch the runway. Although he could not recall his exact speed at the time the nose wheel contacted the runway, he believed the aircraft was operating at a normal speed.

Mr. [REDACTED] stated that he believed the nose wheel was not aligned straight at the time of touchdown, which he felt contributed to the instability, bouncing, and eventual rollover. He explained that the nose wheel steering is connected to the pedals and rudder system and reported that both systems were functioning normally prior to the accident.

He stated that he has been flying gyrocopters since December 2025 and completed his gyrocopter training in January 2026. Since beginning his training, he has accumulated several hundred landings in gyrocopters.

Mr. [REDACTED] stated that he was the owner of gyrocopter N247WR; however, he indicated that the aircraft's FAA registration was still pending at the time of the accident.

He reported that he was not aware of any mechanical anomalies or malfunctions that would have affected the gyrocopter's normal operation prior to the accident.