


RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 0930	DATE 12/08/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Greg R. Young - Aviation Safety Inspector					GRY
Edward L. Base - Accident aircraft pilot					
SUBJECT Pilot statement of events regarding N47EB on 12/7/2019 at MLE airport.					
DIGEST					
<p>On 12/8/2019 at approximately 0930 FAA Inspector Greg Young made contact with Mr. Edward L. Base while he was hospitalized following an aircraft accident involving N47EB, an RAF 2000 GTX SE GyroPlane, registered to and built by Mr. Base.</p> <p>During this contact Mr. Base on numerous occasions stated that he was "done flying" because he felt he was just too old. He stated that he had taken the aircraft out for takeoff and landing practice and had made a few successful landings prior to the last landing on Runway 12 at Millard Airport (MLE) in Omaha Nebraska.</p> <p>During the last landing Mr. Base stated that he felt the gusty wind conditions were the primary factor causing him to lose directional control of the aircraft just before touchdown. He stated he felt a "wind shear" just above the runway, the aircraft then veered to the right just past the Runway 12 threshold. He was unable to regain directional control over the runway. The aircraft then proceeded to head toward the taxiway and briefly touched down in the grass median before becoming airborne again prior to crossing the taxiway. The aircraft then climbed toward the T-hangar area before Mr. Base was able to regain directional control. Mr. Base stated that he attempted to touch down again along the taxiway but was unsuccessful, and the aircraft became airborne again briefly. At this point Mr. Base stated that he directed the aircraft toward the ground and caused the aircraft to roll right, intentionally causing rotor impact on the right side in a effort to get it stopped. Mr. Base stated that he felt the impact, and the aircraft tumbled to a stop. When asked how he exited the aircraft, Mr. Base stated that he felt he climbed "scurried" out of the aircraft after it came to a stop. Mr. Base did not identify any mechanical abnormalities, or operational complications aside from the gusty winds. Mr. Base stated that this was the first time he had flown the aircraft in quite some time, and that he felt he should have been more aware of the wind conditions. &lt;&lt;&lt; Continued on reverse &gt;&gt;&gt;</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 12/10/2019	TITLE Aviation Safety Inspector, FAA			SIGNATURE 	
				Digitally signed by Greg Richard Young Date: 2019.12.10 13:48:31 -06'00'	

Mr. Base provided his Nebraska Driver's License for photo identification as well as his Pilot Certificate. Mr. Base did not present an FAA Medical certificate, and stated it had been quite some time since he had held a valid medical. According to Mr. Base, he suffered head and facial lacerations, as well as miscellaneous lacerations and contusions on his torso and arms. He also sustained a fractured clavicle, and compression fracture to L3 vertebrae. Mr. Base seemed alert and in good spirits, and was anticipating release from the hospital later that day.