



Aviation Investigation Final Report

Location:	Yuma, Arizona	Accident Number:	WPR24LA044
Date & Time:	November 16, 2023, 17:38 Local	Registration:	N82TK
Aircraft:	THEODORE C KALMAN ELA ECLIPSE 10	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the gyroplane reported that, during a touch-and-go landing to the runway, he encountered a gusting wind, causing the gyroplane to veer left to the grass. Subsequently, the gyroplane collided with the runway hold short sign, resulting in substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the gyroplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during landing, which resulted in a runway excursion and collision with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	April 26, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 5, 2023
Flight Time:	17722 hours (Total, all aircraft), 150 hours (Total, this make and model), 16938 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	THEODORE C KALMAN	Registration:	N82TK
Model/Series:	ELA ECLIPSE 10	Aircraft Category:	Gyroplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	04175271014
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 12, 2022 Condition	Certified Max Gross Wt.:	1170 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	291 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	914
Registered Owner:	On file	Rated Power:	115 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNYL, 213 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:57 Local	Direction from Accident Site:	235°
Lowest Cloud Condition:		Visibility:	7 miles
Lowest Ceiling:	None / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	19°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yuma, AZ	Type of Flight Plan Filed:	None
Destination:	Yuma, AZ	Type of Clearance:	VFR;None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	YUMA MCAS/YUMA INTL NYL	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	213 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	5710 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.656574,-114.60598

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	Scott Farron; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	February 8, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193448

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).