



Aviation Investigation Final Report

Location:	Sikeston, Missouri	Accident Number:	CEN15CA261
Date & Time:	June 5, 2015, 18:20 Local	Registration:	N229MG
Aircraft:	BREWER SPORTCOPTER VOTEX M	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While maneuvering the gyroplane at a low altitude, the pilot inadvertently moved the engine throttle to idle. The pilot initially thought his engine had lost power and proceeded to set up for a forced landing. During the attempted forced landing, the pilot instinctively applied engine power to soften the landing, and the engine responded appropriately. The right main landing gear contacted the terrain, and the gyroplane rolled over. The gyroplane sustained substantial damage to the fuselage and vertical stabilizer. The pilot stated there were no mechanical issues or anomalies noted with the gyroplane. Postaccident examination of the airplane revealed no mechanical anomalies 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 inadvertently reducing engine power to the idle position while maneuvering at a low altitude.

Findings

Personnel issues	Incorrect action selection - Pilot
Aircraft	(general) - Unintentional use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Maneuvering	Loss of engine power (partial)
Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Dynamic rollover

Pilot Information

Certificate:	Private; Sport Pilot	Age:	69
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	March 13, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 30, 2014
Flight Time:	(Estimated) 1675 hours (Total, all aircraft), 275 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BREWER	Registration:	N229MG
Model/Series:	SPORTCOPTER VOTEX M	Aircraft Category:	Gyroplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	175
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	20.5 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912
Registered Owner:	John A Brewer	Rated Power:	
Operator:	John A Brewer	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CGI	Distance from Accident Site:	20 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sikeston, MO	Type of Flight Plan Filed:	None
Destination:	Sikeston, MO	Type of Clearance:	None
Departure Time:	17:50 Local	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.898887,-89.561668(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Ronald J Gendron; Federal Aviation Administration; St. Louis, MO
Original Publish Date:	September 30, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91323

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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](#).