



# Aviation Investigation Final Report

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<b>Location:</b>	Bristol, Tennessee	<b>Accident Number:</b>	GAA18CA026
<b>Date &amp; Time:</b>	October 26, 2017, 12:40 Local	<b>Registration:</b>	N230MG
<b>Aircraft:</b>	JOHN A BREWER ELA AVIACION 10 ECLI	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the gyroplane reported that, when he returned to the airport for landing, the wind was calm. After touchdown, the gyroplane was on a slow roll when the tower controller asked the pilot if he wanted to exit at intersection Charlie. The pilot was about to reply to the controller when the gyroplane unexpectedly tipped over and came to rest on its side.

The gyroplane sustained substantial damage to the horizontal and vertical stabilizers.

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 lateral control during the landing roll.

## Findings

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<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Gyroplane	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 17, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 25, 2017
<b>Flight Time:</b>	(Estimated) 1570 hours (Total, all aircraft), 24 hours (Total, this make and model), 1480 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	JOHN A BREWER	<b>Registration:</b>	N230MG
<b>Model/Series:</b>	ELA AVIACION 10 ECLI NO SERIES	<b>Aircraft Category:</b>	Gyroplane
<b>Year of Manufacture:</b>	2016	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1014
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 19, 2017 Condition	<b>Certified Max Gross Wt.:</b>	1234 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	104 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	914 UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	115 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTRI, 1525 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	64°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bristol, TN (TRI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bristol, TN (TRI)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	11:40 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	TRI-CITIES TRI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1518 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.468612,-82.415275(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vanover, Jackie
<b>Additional Participating Persons:</b>	Aaron DeVogel; FAA; Nashville, TN
<b>Original Publish Date:</b>	May 14, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=96252">https://data.ntsb.gov/Docket?ProjectID=96252</a>

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