



Aviation Investigation Final Report

Location:	Kanab, Utah	Accident Number:	GAA19CA077
Date & Time:	November 21, 2018, 16:00 Local	Registration:	N512EA
Aircraft:	SCOTT TAYLOR ECLIPSE 10	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during takeoff from an unimproved soft, dirt road, the tires started to "dig in," and the gyroplane veered left, he overcorrected, and the gyroplane rolled onto its left side.

The gyroplane sustained substantial damage to the tailboom and mast.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 takeoff from an unimproved dirt road.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Soft surface - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Roll over

Pilot Information

Certificate:	Sport Pilot	Age:	58, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	August 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCOTT TAYLOR	Registration:	N512EA
Model/Series:	ECLIPSE 10	Aircraft Category:	Gyroplane
Year of Manufacture:	2016	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	05164841014
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 20, 2018 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	284 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	914UL
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:	KKNB,4868 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	23:15 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	16°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hurricane, UT (1L8)	Type of Flight Plan Filed:	VFR
Destination:	Kanab, UT	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.046943,-112.779998(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Eric McRae; FAA; Salt Lake City, UT
Original Publish Date:	September 26, 2019
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=98697

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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](#).