



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	New Braunfels, TX	<b>Accident Number:</b>	DFW06LA028
<b>Date &amp; Time:</b>	11/11/2005, 1705 CST	<b>Registration:</b>	N100KR
<b>Aircraft:</b>	Rehler Gyrocopter	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 11, 2005, about 1705 central standard time, an experimental Rehler gyrocopter, N100KR, was substantially damaged following a loss of control while on approach to Runway 13 at the New Braunfels Municipal Airport, near New Braunfels, Texas. The private pilot/builder/owner, sole occupant of the gyroplane, was fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 Code of Federal Regulations Part 91. The local flight originated at the New Braunfels Airport at an undetermined time.

Several witnesses observed the gyrocopter as it descended and approached the runway. When the gyrocopter was about 30 feet above the ground, a gust of wind turned the aircraft sideways, and the gyrocopter "flipped inverted and impacted the runway on its main rotor system." Some of the witnesses reported hearing the engine make a power change before ground impact.

A Federal Aviation Administration (FAA) inspector performed an on-scene examination of the wreckage. The inspector established flight and engine control continuity and found fuel in the fuel tank. No mechanical deficiencies or anomalies were noted.

The pilot designed and constructed the gyrocopter. According to his website, he described his gyrocopter as a single-place, experimental aircraft powered by a 100 HP, four-cylinder, four-cycle Rotax engine. The gyrocopter featured a 27-foot-diameter main rotor system, with a three-bladed, 68-inch-diameter propeller installed in the pusher configuration. The gyrocopter was reported to be capable to cruise between 35 and 95 miles per hour.

The pilot's last FAA third class medical was issued on June 9, 2004. At that time, the pilot reported a total of 700 flight hours. Toxicological testing was performed by the FAA's Accident Research Laboratory, Oklahoma City, Oklahoma.

Weather reported at the airport at 1751 was wind from 150 degrees at 12 knots, visibility 10 statute miles, broken clouds at 6,000 feet, overcast clouds at 7,000 feet, temperature 81 degrees Fahrenheit, dew point 62 degrees Fahrenheit, and a barometric pressure setting of 29.97 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	06/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	700 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rehler	<b>Registration:</b>	N100KR
<b>Model/Series:</b>	Gyrocopter	<b>Aircraft Category:</b>	Gyroplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	975 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	912S
<b>Registered Owner:</b>	Kenneth Rehler	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Kenneth Rehler	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BAZ, 651 ft msl	Distance from Accident Site:	
Observation Time:	1751 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	27° C / 17° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Braunfels, TX (BAZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	CST	Type of Airspace:	

## Airport Information

Airport:	New Braunfels Municipal (BAZ)	Runway Surface Type:	Asphalt
Airport Elevation:	651 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	Visual
Runway Length/Width:	5352 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	29.702778, -98.038611

## Administrative Information

Investigator In Charge (IIC):	Leah D Yeager
Additional Participating Persons:	Harry Keifer; FAA/FSDO; San Antonio, TX
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .