



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Crozet, VA	<b>Accident Number:</b>	ERA15CA121
<b>Date &amp; Time:</b>	02/04/2015, 1400 EST	<b>Registration:</b>	N595X
<b>Aircraft:</b>	AUTOGYRO GMBH CALIDUS	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

After departing from the airport where the pilot kept the gyroplane, he flew to his family farm and landed without incident on a 1,500-foot-long grass polo field. Later on, during an attempted takeoff from the same field, when the gyroplane was traveling at 25 to 30 knots and was about 150 feet into the takeoff roll, the gyroplane rose to a balanced position on its main wheels, but then began to bounce up and down violently. The pilot then lost control of the gyroplane and it rolled over on its left side about 300 feet into the takeoff roll. The pilot advised that there was nothing mechanically wrong with the gyroplane. He further advised that it was "pilot error" and that he had "over advanced" the blades by pushing the control stick too far forward and that the blades were not yet at speed (too low a rotor rpm) when he did it. The pilot was not injured, but the gyroplane incurred damage to the rotor blades, the pusher propeller, the horizontal stabilizer, the vertical stabilizer, the rudder, the engine cowling, and the wheel pants.

### Flight Events

Takeoff - Loss of control on ground  
 Takeoff - Collision with terr/obj (non-CFIT)

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper control inputs which resulted in a loss of control and rollover during the takeoff roll.

### Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Capability exceeded - C  
 Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	713 hours (Total, all aircraft), 27 hours (Total, this make and model), 495 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	AUTOGYRO GMBH	<b>Registration:</b>	N595X
<b>Model/Series:</b>	CALIDUS	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	914UL
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	CHO, 640 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots/ 18 knots, Variable
<b>Temperature:</b>	13°C / -6°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Crozet, VA (PVT)	<b>Destination:</b>	Waynesboro, VA (W13)

## Airport Information

<b>Airport:</b>	Polo Field (PVT)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	None	<b>Runway Surface Condition:</b>	Dry; Vegetation
<b>Runway Length/Width:</b>	1500 ft / 450 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Todd G Gunther	<b>Adopted Date:</b>	08/11/2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90693">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90693</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.