



Aviation Investigation Final Report

Location:	Jerome, Idaho	Accident Number:	WPR23LA227
Date & Time:	June 9, 2023, 16:45 Local	Registration:	N800YA
Aircraft:	CAMILLE E PATCH CALIDUS	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The gyroplane pilot reported that, during the landing, the gyroplane began to veer left. He applied right rudder to counteract this, but the gyroplane rolled over to the right and came to rest on the runway, resulting in substantial damage to the rudder, horizontal stabilizer, and vertical stabilizer. 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 directional control during landing, which resulted in rollover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 9, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 27, 2023
Flight Time:	162 hours (Total, all aircraft), 13 hours (Total, this make and model), 96 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CAMILLE E PATCH	Registration:	N800YA
Model/Series:	CALIDUS	Aircraft Category:	Gyroplane
Year of Manufacture:	2014	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	C00308
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 16, 2023 100 hour	Certified Max Gross Wt.:	1234 lbs
Time Since Last Inspection:	13.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	858 Hrs	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	914 UL
Registered Owner:	AVIATE LLC DBA	Rated Power:	115 Horsepower
Operator:	AVIATE LLC DBA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJER,4024 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	75°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	20°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jerome, ID	Type of Flight Plan Filed:	None
Destination:	Jerome, ID	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	JEROME COUNTY JER	Runway Surface Type:	Asphalt
Airport Elevation:	4053 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5002 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.726683,-114.45664(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Patrick Darling; FAA; Boise, ID

Original Publish Date: October 20, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192400>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).