



Aviation Investigation Final Report

Location:	ROCKLIN, California	Accident Number:	LAX84LA072
Date & Time:	November 25, 1983, 09:30 Local	Registration:	UNREG
Aircraft:	BENSEN B8M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS OPERATING HIS HOME BUILT, NON-REGISTERED GYROCOPTER AS AN ULTRALIGHT VEHICLE. REPORTEDLY, THE ENG LOST POWER DURING FLT, AND SUBSEQUENTLY, THE GYROCOPTER WAS DAMAGED DURING A FORCED LANDING. ACCORDING TO THE PLT, HE ENCOUNTERED CARBURETOR ICING WHICH RESULTED IN THE LOSS OF POWER. THE ENG WAS NOT EQUIPPED WITH A CARBURETOR HEAT SYS. ALSO, THE TEMP & DEW POINT WERE 49 & 41 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, A FLOAT TYPE CARBURETOR COULD ENCOUNTER SERIOUS CARBURETOR ICING CONDITIONS AT THOSE TEMPS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - NOT POSSIBLE
4. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	None	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Expired	Last FAA Medical Exam:	August 1, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	110 hours (Total, all aircraft), 102 hours (Total, this make and model), 102 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BENSEN	Registration:	UNREG
Model/Series:	B8M B8M	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	JH-2
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2 Hrs	Engine Manufacturer:	MCCULLOCH
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	NONE	Rated Power:	72 Horsepower
Operator:	JOHN T. HALL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAC ,21 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LINCOLN , CA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	38.799022,-121.239219(est)

Administrative Information

Investigator In Charge (IIC): Crawford, A.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24093>

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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](#).