



Aviation Investigation Final Report

Location:	BRANDON, Florida	Accident Number:	MIA90LA087
Date & Time:	March 12, 1990, 16:30 Local	Registration:	N6158S
Aircraft:	AIR & SPACE 18-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE GYROPLANE PILOT HAD JUST MADE A JUMP TAKEOFF & HAD ONLY 20 KTS, WHEN SHE SAW WIRES AHEAD. SHE INITIATED A STEEP TURN AT A LOW ALTITUDE AND THE GYROPLANE LOST ALTITUDE. SUBSEQUENTLY, IT TOUCHED DOWN ON UNEVEN TERRAIN & ROLLED OVER ON ITS LEFT SIDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PREFLIGHT PLANNING/DECISION BY THE PILOT. A FACTOR RELATED TO THE ACCIDENT WAS: WIRE(S) NEAR THE END OF THE RUNWAY.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) OBJECT - WIRE, STATIC
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. DESCENT - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37,Female
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 21, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	214 hours (Total, all aircraft), 198 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR & SPACE	Registration:	N6158S
Model/Series:	18-A 18-A	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-69
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 9, 1989 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	194 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	379 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	FARRINGTON AIRCRAFT	Rated Power:	180 Horsepower
Operator:	ATES, JOYCE	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:	TPA ,22 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X18)	Type of Flight Plan Filed:	None
Destination:	(X181)	Type of Clearance:	None
Departure Time:	14:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	BRANDON X18	Runway Surface Type:	Grass/turf
Airport Elevation:	45 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3335 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.920354,-82.289733(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: KINCAID; ORLANDO , FL

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32636>

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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](#).