



Aviation Investigation Final Report

Location:	HARWICH, Massachusetts	Accident Number:	NYC84FNA02
Date & Time:	August 13, 1984, 18:50 Local	Registration:	N6129S
Aircraft:	AIR & SPACE GYROPLANE 18A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

CRUISING AT 500 FT OVER WATER THE PLT ENCOUNTERED FOG. IN AN EFFORT TO MAINTAIN VISUAL CONTACT WITH THE SHORELINE THE PLT BEGAN A DESCENT AND BEGAN A TURN TO AVOID THE FOG. DURING THE DESCENDING TURN THE ACFT GOT LOW AND SLOW AND THE PLT WAS UNABLE TO CONTROL THE DESCENT. DESPITE FULL POWER THE ACFT FLEW INTO THE SHALLOW WATER.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - FOG
 2. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

3. TERRAIN CONDITION - WATER, GLASSY
4. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (C) DESCENT - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	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:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 16, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	325 hours (Total, all aircraft), 206 hours (Total, this make and model), 254 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR & SPACE	Registration:	N6129S
Model/Series:	GYROPLANE 18A GYROPLANE	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-35
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 17, 1984 100 hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	42 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A1D
Registered Owner:	HEINZ J. POETSCH	Rated Power:	180 Horsepower
Operator:		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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 1000 ft AGL	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	300 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	WESTERLY , RI (WST)	Type of Flight Plan Filed:	None
Destination:	CHATHAM , MA (0B6)	Type of Clearance:	None
Departure Time:	17:50 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:	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:	

Administrative Information

Investigator In Charge (IIC): Caulfield, William

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35410>

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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](#).