



# Aviation Investigation Final Report

<b>Location:</b>	WILLIMANTIC, Connecticut	<b>Accident Number:</b>	NYC84FNE02
<b>Date &amp; Time:</b>	April 29, 1984, 17:00 Local	<b>Registration:</b>	N196JB
<b>Aircraft:</b>	BENSON                      B8M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE GYROCOPTER CRASHED AFTER THE PLT LOST CONTROL OF THE ACFT IN A WINDY CONDITION, DURING TAKEOFF. A 20 DEGREE X-WIND VELOCITY OF 10 KTS GUSTING TO 35 KTS EXISTED AT THE TIME OF THE ACCIDENT. THE PLT TOLD HIS WIFE (WHO WROTE THE REPORT ON THE 6120.1 NTSB REPORTING FORM) THAT HE THOUGHT IF THE ACFT HAD HAD MORE ALTITUDE AT THE TIME OF THE GUST, STABILITY OF THE GYROCOPTER COULD HAVE BEEN MAINTAINED (WITHOUT AN ACCIDENT).

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. WEATHER CONDITION - GUSTS
  2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. WEATHER CONDITION - CROSSWIND
  5. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #3: GEAR COLLAPSED  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	March 23, 1981
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	340 hours (Total, all aircraft), 20 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BENSON	<b>Registration:</b>	N196JB
<b>Model/Series:</b>	B8M B8M	<b>Aircraft Category:</b>	Gyroplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	August 10, 1983 Annual	<b>Certified Max Gross Wt.:</b>	550 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10 Hrs	<b>Engine Manufacturer:</b>	MCCULLOCH
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	AF-O-100
<b>Registered Owner:</b>	JOHN E. BRUCH	<b>Rated Power:</b>	72 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WINDHAM 5B0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	246 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4050 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Campbell, T

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35422>

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