



Aviation Investigation Final Report

Location:	WAYZATA, Minnesota	Accident Number:	CHI00LA075
Date & Time:	February 20, 2000, 15:00 Local	Registration:	N2436
Aircraft:	KRETSINGER B8M	BENSEN	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The gyrocopter nosed over after impacting the terrain following a loss of control while maneuvering. The pilot reported he was practicing low level maneuvers at an altitude of about 200 feet above the frozen lake. He reported he made a left turn to the east and in doing so, he encountered a tailwind. He reported the gyrocopter began settling rapidly and he attempted to lower the nose to gain airspeed. He reported the main gear contacted the 8 inches of snow which covered the frozen lake and the gyrocopter nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's poor inflight planning in that he turned into a tailwind which resulted in diminished airspeed. Factors associated with the accident were the tailwind, low altitude maneuvering, the snow covered terrain, and the pilot's inability to successfully perform remedial action.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) LOW ALTITUDE FLIGHT/MANEUVER - PERFORMED - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

- 4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 5. (F) REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 6. TERRAIN CONDITION - WATER,FROZEN
- 7. (F) TERRAIN CONDITION - SNOW COVERED

Occurrence #3: NOSE OVER
Phase of Operation: OTHER

Factual Information

On February 20, 2000, at 1500 central standard time, a Kretsinger Bensen B8M gyrocopter, N2436, collided with the terrain and nosed over following a loss of control while maneuvering over Lake Minnetonka, Wayzata, Minnesota. The pilot received minor injuries and the gyrocopter was substantially damaged. The 14 CFR Part 91 local flight was operating in visual meteorological conditions. There was no flight plan filed. The flight originated from Medicine Lake, Minnesota, at 1400 cst.

The pilot reported he was practicing low level maneuvers at an altitude of about 200 feet above the frozen lake. He reported he made a left turn to the east and in doing so, he encountered a tailwind. He reported the gyrocopter began settling rapidly and he attempted to lower the nose to gain airspeed. He reported the main gear contacted the 8 inches of snow which covered the frozen lake and the gyrocopter nosed over.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	January 26, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2700 hours (Total, all aircraft), 710 hours (Total, this make and model), 2650 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KRETSINGER	Registration:	N2436
Model/Series:	BENSEN B8M BENSEN B8M	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	BA42670
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	February 25, 2000 Annual	Certified Max Gross Wt.:	580 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	710 Hrs	Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	1785CC
Registered Owner:	ELDRIDGE U. KRETSINGER	Rated Power:	72 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:	Day
Observation Facility, Elevation:	FCM ,906 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEDICINE LAKE , MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.97026,-93.509147(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	THOMAS HAGER; MINNEAPOLIS , MN
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48623

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