



Aviation Investigation Final Report

Location:	HAMILTON, Ohio	Accident Number:	CHI82DEG03
Date & Time:	June 26, 1982, 14:00 Local	Registration:	NONE
Aircraft:	BENSON B8M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE GYROCOPTER PILOT INITIATED A TAKEOFF FROM THE GRASS MEDIA BETWEEN THE TAXIWAY AND RUNWAY 29. AFTER LIFTING OFF, HE CLIMBED TO AN ALTITUDE OF ABOUT 40 TO 50 FT, THEN TURNED TOWARD THE RUNWAY. AT ABOUT THE SAME TIME, A PIPER PA-28 WAS TAKING OFF ON THE RUNWAY. WHEN THE GYROCOPTER PILOT SAW THE OTHER AIRCRAFT, HE DOVE. SUBSEQUENTLY, THE HELICOPTER CRASHED AND BURNED ON THE RUNWAY. THE GYROCOPTER WAS NOT CERTIFICATED AND WAS IMPROPERLY IDENTIFIED WITH AN UNASSIGNED N-NUMBER.

Probable Cause and Findings

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

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. (C) CONTROL TOWER - UNAVAILABLE
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 14, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1299 hours (Total, all aircraft), 24 hours (Total, this make and model), 1079 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BENSON	Registration:	NONE
Model/Series:	B8M B8M	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	294-40-0869
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	24 Hrs	Engine Manufacturer:	MCCULLOCH
ELT:	Not installed	Engine Model/Series:	MARK I
Registered Owner:	H. P. HEEKINS	Rated Power:	90 Horsepower
Operator:	H. P. HEEKINS	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	80°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAMILTON , OH (HAO)	Type of Flight Plan Filed:	None
Destination:	HAMILTON , OH (HAO)	Type of Clearance:	None
Departure Time:	13:58 Local	Type of Airspace:	

Airport Information

Airport:	HAMILTON HAO	Runway Surface Type:	Concrete;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	5900 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 26, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70944>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).