



Aviation Investigation Final Report

Location:	PARSONS, Tennessee	Accident Number:	ATL82DA176
Date & Time:	June 10, 1982, 19:00 Local	Registration:	N41BS
Aircraft:	BENSEN B-8M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT REPORTED THAT JUST PRIOR TO TOUCHDOWN, A GUST OF WIND YAWED THE GYROCOPTER WHICH HE ATTEMPTED TO CONTROL WITH RUDDER AND INCREASED PROPELLER RPM. HE STATED THAT THE POWER INCREASE RESULTED IN A SHARP YAW TO THE LEFT AND A LOSS OF CONTROL. THE GYROCOPTER STRUCK THE GROUND AND TIPPED ON ITS LEFT SIDE.

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 - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - FOG
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Student	Age:	44, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 28, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	23 hours (Total, all aircraft), 23 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BENSEN	Registration:	N41BS
Model/Series:	B-8M B-8M	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	1
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	528 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	67 Hrs	Engine Manufacturer:	VOLKSWAGON
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JOHNNIE R. FOX	Rated Power:	
Operator:	JOHNNIE R. FOX	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	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	90°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PARSONS , TN (OM1)	Type of Flight Plan Filed:	None
Destination:	PARSONS , TN (OM1)	Type of Clearance:	None
Departure Time:	18:45 Local	Type of Airspace:	

Airport Information

Airport:	SCOTT FIELD OM1	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.650165,-88.119773(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 10, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72167>

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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](#).