



National Transportation Safety Board Aviation Accident Final Report

Location:	LITTLE ROCK, AR	Accident Number:	FTW92DPG01
Date & Time:	03/08/1992, 1030 CST	Registration:	N123ZT
Aircraft:	WIND RYDER	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING FINAL APPROACH, AT ABOUT 200 FT AGL, THE GYROCOPTER WAS OBSERVED TO SUDDENLY ROLL LEFT INTO A 90 DEGREE BANK AND IMPACT THE GROUND. EXAMINATION OF THE GYROCOPTER REVEALED NO ANOMALIES IN THE SYSTEMS OR EVIDENCE OF FAILED OR MALFUNCTIONING COMPONENTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL FOR UNDETERMINED REASON(S).

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Gyroplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/10/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1653 hours (Total, all aircraft), 1599 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WIND RYDER	Registration:	N123ZT
Model/Series:		Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	02/27/1992, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	47 Hours	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	532
Registered Owner:	WILMOT, DAVID H.	Rated Power:	64 hp
Operator:	CORDON, HARRY P.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LIT, 544 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1000 CST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1015 CST	Type of Airspace:	Class G

Airport Information

Airport:	N. LITTLE ROCK (1M1)	Runway Surface Type:	Asphalt
Airport Elevation:	544 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3009 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFERY K LASHBROOK	Report Date:	08/25/1993
Additional Participating Persons:	RON HERRON; N. LITTLE ROCK, AR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).