



National Transportation Safety Board Aviation Accident Final Report

Location:	MONROE CITY, MO	Accident Number:	CHI00LA104
Date & Time:	04/02/2000, 1800 CDT	Registration:	N1964
Aircraft:	Wilson RAF 2000 GTX SE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The gyrocopter sustained substantial damage on impact with a tree and terrain following a takeoff from runway 15 for a local flight. The pilot and passenger sustained minor injuries. The pilot stated, 'I misread direction of wind from hanger area. I taxied to north end of runway and took off south with a 90 [degree] crosswind. When I passed over hanger area at the south end of runway I hit some turbulence. I should have did a emergency landing in the field south of runway, but chose to continue. At the south end of field that has trees on three sides I didn't have enough altitude to cross a ravine with trees. I hit the top of a large oak tree and fell 50 - 60 ft into the ravine.' The pilot listed his certificate and rating as private and single engine land. An on scene examination revealed no anomalies. Wind at Quincy, Illinois was 210 degrees at 7 knots. The pilot's safety recommendation stated, 'Take off the other direction.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot not obtaining clearance from the trees. Factors were the trees and the ravine terrain condition.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WEATHER CONDITION - CROSSWIND
 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 3. (F) OBJECT - TREE(S)
 4. (C) ALTITUDE/CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) TERRAIN CONDITION - RAVINE

Factual Information

On April 2, 2000, at 1800 central daylight time, a Wilson RAF 2000 GTX SE, N1964, operated by a private pilot, sustained substantial damage on impact with a tree and terrain following a takeoff from runway 15 (1,500 feet X 50 feet, dry/grass) at a private field near Monroe City, Missouri. The local flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. The pilot and passenger sustained minor injuries. No flight plan was on file. The personal flight was originating at the time of the accident.

The pilot stated, "I misread direction of wind from hanger area. I taxied to north end of runway and took off south with a 90 [degree] crosswind. When I passed over hanger area at the south end of runway I hit some turbulence. I should have did a emergency landing in the field south of runway, but chose to continue. At the south end of field that has trees on three sides I didn't have enough altitude to cross a ravine with trees. I hit the top of a large oak tree and fell 50 - 60 ft into the ravine." The pilot listed his certificate and rating as private and single engine land.

At 1552, the Quincy Municipal, Baldwin Field Airport, Quincy, Illinois weather was: Wind 210 degrees at 7 knots; visibility 10 statute miles; sky condition scattered 3,900 feet scattered 20,000 feet; temperature 16 degrees C; dew point 7 degrees C; altimeter 29.82 inches of mercury.

A Federal Aviation Administration inspector performed an on scene examination of the wreckage. The examination revealed no anomalies.

The pilot's safety recommendation stated, "Take off the other direction."

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 74 hours (Total, this make and model), 271 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Wilson	Registration:	N1964
Model/Series:	RAF 2000 GTX SE RAF 2000 G	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	H2-99-10-402
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/01/2000, 100 Hour	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	69 Hours	Engine Manufacturer:	Subaru
ELT:	Not installed	Engine Model/Series:	2200 CC
Registered Owner:	DOUGLAS R. WILSON	Rated Power:	130 hp
Operator:	DOUGLAS R. WILSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UIN, 769 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1552 CDT	Direction from Accident Site:	53°
Lowest Cloud Condition:	Scattered / 3900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16° C / 7° C
Precipitation and Obscuration:			
Departure Point:	MONROE CITY, MO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): EDWARD F MALINOWSKI **Report Date:** 07/17/2001

Additional Participating Persons: RAY CALLAHAN; SAINT ANN, MO

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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