



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WATERFORD, CT	<b>Accident Number:</b>	NYC87DNE05
<b>Date &amp; Time:</b>	09/01/1987, 1915 EDT	<b>Registration:</b>	N180RH
<b>Aircraft:</b>	HALL B-80M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE GYROCOPTER WAS OBSERVED TO TOUCH DOWN AND BECOME AIRBORNE AGAIN. AFTER BECOMING AIRBORNE IT WAS OBSERVED TO PITCH DOWN, WITH THE MAIN ROTOR BLADES STRIKING THE GROUND IN FRONT OF THE AIRCRAFT. THE PILOT SAID HIS RIGHT CONTACT LENS WAS BOTHERING HIM AND HE COULD NOT SEE THROUGH IT VERY WELL. HE STATED THAT ALTHOUGH HE THOUGHT HE WAS TOO HIGH AND CONSIDERED A GO-AROUND, HE ELECTED TO CONTINUE WITH THE LANDING BECAUSE OF THE CONTACT LENS PROBLEM. HE SAID WHEN HE TOUCHED DOWN HE SWERVED TO AVOID BUSHES AND A ROTOR BLADE STRUCK THE GROUND SEVERING THE MAST.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
4. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Expired	<b>Last FAA Medical Exam:</b>	07/29/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20 hours (Total, all aircraft), 20 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HALL	<b>Registration:</b>	N180RH
<b>Model/Series:</b>	B-80M B-80M	<b>Aircraft Category:</b>	Gyroplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	RCH-1
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	344 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	20 Hours	<b>Engine Manufacturer:</b>	MCCULLOCH
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	4318GX
<b>Registered Owner:</b>	HALL, ROBERT C	<b>Rated Power:</b>	90 hp
<b>Operator:</b>	HALL, ROBERT C	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C
Precipitation and Obscuration:			
Departure Point:	(7B8)	Type of Flight Plan Filed:	None
Destination:	(7B8)	Type of Clearance:	None
Departure Time:	1900 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	WATERFORD (7B8)	Runway Surface Type:	Asphalt
Airport Elevation:	60 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	1950 ft / 50 ft	VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	A J ZITNAY	Report Date:	04/24/1989
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).