



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | WATERFORD, CT | Accident Number: | NYC87DNE05 |
| Date & Time: | 09/01/1987, 1915 EDT | Registration: | N180RH |
| Aircraft: | HALL B-80M | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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

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. (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

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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Student | Age: | 40 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 20 hours (Total, all aircraft), 20 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | HALL | Registration: | N180RH |
| Model/Series: | B-80M B-80M | Engines: | 1 Reciprocating |
| Operator: | HALL, ROBERT C | Engine Manufacturer: | MCCULLOCH |
| Operating Certificate(s) Held: | None | Engine Model/Series: | 4318GX |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|----------------------|------------------------------|------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | Broken / 4500 ft agl | Wind Speed/Gusts, Direction: | Light and Variable / , |
| Temperature: | 19° C | Visibility | 15 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (7B8) | Destination: | (7B8) |

Airport Information

| | | | |
|----------------------|-----------------|---------------------------|---------|
| Airport: | WATERFORD (7B8) | Runway Surface Type: | Asphalt |
| Runway Used: | 15 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 1950 ft / 50 ft | | |

Wreckage and Impact Information

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|---------------------|---------|---------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): A J ZITNAY Adopted Date: 04/24/1989

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.