



National Transportation Safety Board Aviation Accident Final Report

Location:	PATILLAS, PR	Accident Number:	MIA83FKA01
Date & Time:	02/03/1983, 1415 AST	Registration:	N1080L
Aircraft:	BENSEN B8M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE GYROCOPTER CRASHED DURING TAKEOFF AFTER CLIMBING TO ABOUT 50 FT. AGL. THIS WAS THE SEVENTH TAKEOFF OF THE DAY FOR THIS FLT. THE PILOT LOST CONTROL OF THE ACFT AND IT DOVE VERTICALLY TO THE GROUND. INVESTIGATION OF THE WRECKAGE REVEALED THAT THE CYCLIC STICK HAD BECOME DISCONNECTED UNDER THE PILOT'S SEAT. THIS SEPARATION OF THE STICK WAS NOT THE RESULT OF IMPACT. THE PILOT DID NOT POSSESS AN AIRMAN CERTIFICATE AND THERE WAS NO RECORD TO SUBSTANTIATE THAT HE HAD ANY TRAINING IN THE GYROCOPTER. THE PILOT NEVER APPLIED FOR A SPECIAL AIRWORTHINESS CERTIFICATE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - DISCONNECTED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	None	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BENSEN	Registration:	N1080L
Model/Series:	B8M B8M	Aircraft Category:	Gyroplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	JL1
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	McCulloch
ELT:	Not installed	Engine Model/Series:	4318 A
Registered Owner:	JULIO LINARES	Rated Power:	
Operator:	JULIO LINARES	Operating Certificate(s) Held:	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:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PATILLAS AIRPORT (X64)	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2000 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CARLOS EDIG	Report Date:	
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).