



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	PATILLAS, PR	<b>Accident Number:</b>	MIA83FKA01
<b>Date &amp; Time:</b>	02/03/1983, 1415 AST	<b>Registration:</b>	N1080L
<b>Aircraft:</b>	BENSEN B8M	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	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

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  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

Aircraft Make:	BENSEN	Registration:	N1080L
Model/Series:	B8M B8M	Engines:	1 Reciprocating
Operator:	JULIO LINARES	Engine Manufacturer:	McCulloch
Operating Certificate(s) Held:	None	Engine Model/Series:	4318 A
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:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	PATILLAS AIRPORT (X64)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:	2000 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	CARLOS EDIG	Adopted 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> .		

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.