



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bryant, AR	Accident Number:	CEN16LA347
Date & Time:	09/03/2016, 1500 CDT	Registration:	NONE
Aircraft:	Haggenmacher Bensen	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot, who did not hold a gyroplane rating, was conducting a local personal flight in the gyroplane. A witness, who was an experienced gyroplane pilot, reported seeing the pilot make a high-speed flyby over the airport. The witness added that, as the pilot turned the gyroplane onto the left base leg for the active runway, it started to "porpoise" and that the gyroplane then pitched up, nosed over, entered a "power push-over" attitude, summersaulted, and impacted terrain.

The witness stated that the pilot had not flown for some time and lacked sufficient proficiency and skills to operate a gyroplane of this type and that the pilot was inexperienced and had low flight time in gyroplanes; no gyroplane flight time was recorded in the pilot's logbooks. He added that the pilot had a "macho attitude" and could not be told anything and that, although most of the gyroplane pilots had landed that day because of air turbulence in and around the airport vicinity and he had tried to talk the pilot into not flying because of the air turbulence, the pilot conducted the flight anyway. The pilot should not have chosen to fly in such conditions, especially given his lack of experience flying gyroplanes, and his decision to do so contributed to the accident.

Flight Events

Approach-VFR pattern base - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

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

The pilot's loss of gyroplane control during an intentional high-speed pass, which resulted in the gyroplane porpoising and impacting terrain. Contributing to the accident was the pilot's decision to conduct the flight in an aircraft in which he had little experience flying despite knowing that air turbulence existed in and around the airport.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - F

Personnel issues-Experience/knowledge-Experience/qualifications-Qualification/certification-Pilot - F

Environmental issues-Conditions/weather/phenomena-Turbulence-Clear air turbulence-Decision related to condition - F

Pilot Information

Certificate:	Private	Age:	76
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1150 hours (Total, all aircraft), 1 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Haggenmacher	Registration:	NONE
Model/Series:	Bensen	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Subaru
Operating Certificate(s) Held:	None	Engine Model/Series:	
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:	KLIT, 266 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:		Wind Speed/Gusts, Direction:	9 knots / , 90°
Temperature:	31 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Bryant, AR (KSUZ)	Destination:	Bryant, AR (KSUZ)

Airport Information

Airport:	Saline County Regional (KSUZ)	Runway Surface Type:	Asphalt
Runway Used:	02	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 100 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:	34.590278, -92.479444 (est)		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	02/13/2017
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93941		

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