

**Aviation Safety Investigation Report
199002049**

Benson B8M

15 July 1990

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199002049 **Occurrence Type:** Accident
Location: 2 km south of Redhead NSW
Date: 15 July 1990 **Time:** 1040
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Benson B8M
Registration: NG 697
Serial Number: N/K
Operation Type: Private
Damage Level: Substantial
Departure Point: Cooranbong NSW
Departure Time: 1000
Destination: Cooranbong NSW

Approved for Release: 9th May 1991

Circumstances:

The pilot reported he was cruising at 300 feet over sand dunes when there was a loud bang, accompanied by a sudden loss of engine power. He immediately lowered the nose to maintain 40 knots and selected the only suitable landing area, which had a downwind component of about seven knots. Touchdown was normal but, during the landing roll, the nosewheel dug into soft sand causing the nose to drop and the gyrocopter to roll to the left, allowing the rotor to strike the ground. Examination of the two cylinder engine revealed that a stud holding the rocker gear to one cylinder head had failed, liberating the rocker gear to that cylinder. The engine manufacturer has indicated that the stud was an early design that has since been modified to eliminate the problem.