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Department for Transport

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# **AAIB Bulletin S6/2006**

## ***SPECIAL***

### **ACCIDENT**

<b>Aircraft Type and Registration:</b>	RAF 2000 GTX-SE, G-REBA	
<b>Serial Number:</b>	G13-1334	
<b>No &amp; Type of Engines:</b>	1 Subaru EJ22 piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	1 June 2006 at 0927 hrs	
<b>Location:</b>	West of Colliford Lake, Bodmin Moor, Cornwall	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Fatal)	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft destroyed	

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This bulletin contains facts which have been determined up to the time of issue. This information is published to inform the aviation industry and the public of the general circumstances of accidents and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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## Background

On 1 June 2006 an RAF 2000 autogyro crashed on Bodmin Moor fatally injuring the pilot. During the ongoing investigation it was noted that the lower control rod had been rubbing against the structure, the trim springs had been rubbing against the control rods, several of the lock nuts in the control system were loose and, possibly, an incorrect bolt had been used to secure the pilots control column to the lay shaft. It was also noted that duplicate inspections might not have been carried out on this and other RAF 2000s following embodiment of MPD 2006-003, issued by the CAA on 22 March 2006, which required the replacement of several components in the control system.

It was also observed, on another RAF 2000, that it is possible for the excess safety chain connected to the trim springs to jam between the lower control rod and the undercarriage strut, thereby restricting the roll control of the aircraft.

Whilst none of these factors are thought to have contributed to this accident, they all have serious safety implications.

## Safety Recommendations

As a result of these observations the AAIB believes that it is necessary to make the following safety recommendations:

### Safety Recommendation 2006-087

It is recommended that the Popular Flying Association takes the necessary immediate steps to ensure that a Duplicate Inspection is carried out following the embodiment of MPD 2006-003 on the RAF 2000.

The PFA has accepted this recommendation and has taken immediate action to ensure that duplicate inspections are carried out.

### Safety Recommendation 2006-088

It is recommended that the Popular Flying Association takes the necessary immediate steps to ensure that the safety chain connected to the trim springs on the RAF 2000 does not jam the moving parts in the control system.

### Safety Recommendation 2006-090

It is recommended that the Popular Flying Association consider introducing a modification to the lower control rods of the RAF 2000 to protect them from being damaged by the trim springs.

## Further investigation and reporting

The AAIB, PFA and CAA are continuing to work together to establish the cause of the accident. A final report will be published by the AAIB in due course.