

# Everett Gyroplane, G-BIPI

**AAIB Bulletin No: 12/2000 Ref: EW/G2000/08/16 Category: 2.3**

**Aircraft Type and Registration:** Everett Gyroplane, G-BIPI

**No & Type of Engines:** 1 Volkswagen 1834 piston engine

**Year of Manufacture:** 1981

**Date & Time (UTC):** 19 August 2000 at 1755 hrs

**Location:** Henstridge Airfield, Somerset

**Type of Flight:** Training

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Rotors and propellers destroyed. Minor damage to airframe

**Commander's Licence:** Student Pilot

**Commander's Age:** 62 years

**Commander's Flying Experience:** 8 hours (of which 2 were on type)

Last 90 days - 2 hours

Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

A student pilot was carrying out a ground taxiing training exercise on Runway 25 with the wind given as 250°/5 to 8 kt. He was learning to accelerate the rotor up to a speed where the nose landing gear left the ground. The exercise was being observed by an instructor, who had briefed the student that he should reduce power and lower the nose landing gear when it left the ground. This he had been doing correctly until the run on which the accident occurred.

The instructor noted that on the accident run the student was using too much power and the nose landing gear had risen higher than on the previous runs. The left main landing gear lifted and the aircraft continued to roll to the right striking the ground with the rotor blades and the propeller before coming to rest on its right side. The student was uninjured and vacated the aircraft without assistance although the local emergency services attended the scene promptly. The student and the instructor had two way radio communication but there was insufficient time available for the instructor to help the student correct the situation.

The instructor concluded that the left main landing gear probably lifted due to a gust of wind and the student did not apply sufficient left control input to correct the roll and keep the left main landing gear on the ground.

