

Rotorway Executive 90, G-MAMC

AAIB Bulletin No:	12/98	Ref:	EW/G98/09/16	Category:	2.3
Aircraft Type and Registration:	Rotorway Executive 90, G-MAMC				
No & Type of Engines:	1 Rotorway RI 162 piston engine				
Year of Manufacture:	1998				
Date & Time (UTC):	22 September 1998 at 1346 hrs				
Location:	Cumbernauld Airport, Glasgow				
Type of Flight:	Private				
Persons on Board:	Crew - 1 - Passengers - 1				
Injuries:	Crew - None - Passengers - Minor				
Nature of Damage:	Substantial but possibly repairable				
Commander's Licence:	Airline Transport Pilot's Licence				
Commander's Age:	39 years				
Commander's Flying Experience:	5,600 hours (of which 15 were on type)				
	Last 90 days - 120 hours				
	Last 28 days - 44 hours				
Information Source:	Aircraft Accident Report Form submitted by the pilot and a statement by the owner				

The owner had constructed the helicopter which had been given a Permit to Fly in February 1998. He held a Private Pilot's Licence (Helicopters) but was not in recent practise and so he arranged some refresher training with the aircraft commander, who was a manufacturer's sponsored instructor. On the first flight, with a visibility of 1,100 metres in mist and a light surface wind, the instructor flew the aircraft to a suitable area on the airfield and handed control to the owner who commenced to practice take offs, spot turns and landings. During the transit, the pilots had noticed an area of boggy, rutted ground and selected an area clear of this for the exercise. Initially the owner's handling of the aircraft was somewhat erratic but improved to a standard which allowed him to complete several take offs and landings successfully. On the final landing however, the left skid dug into a patch of boggy ground and the pilot was unable to control the ensuing roll. The main rotor struck the ground causing the aircraft to roll onto its side leading to severe disruption of

the airframe. Both occupants, who were wearing four point harness, were uninjured and were able to evacuate the aircraft through the shattered cockpit area.

The probable cause of the accident was the aircraft drifting over the patch of boggy, rutted ground that had been noticed on the transit to the exercise area.