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**ACCIDENT**

<b>Aircraft Type and Registration:</b>	RAF 2000 GTX-SE, G-BXAC	
<b>No &amp; Type of Engines:</b>	1 Subaru EJ22 piston engine	
<b>Year of Manufacture:</b>	1997	
<b>Date &amp; Time (UTC):</b>	14 September 2008 at 1430 hrs	
<b>Location:</b>	Eaglescott Airfield, Devon	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to rotor, top of mast, propeller, axle and front wheel	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	253 hours (of which all were on type) Last 90 days - 16 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Following a stable final approach and just prior to landing, the pilot elected to move his touchdown point significantly further down Runway 07 to reduce the transit distance to the turnoff and thus vacate the runway more rapidly. The weather was fine but with a 4 kt breeze blowing from the south-south-east, across the runway, resulting in the pilot flying the approach with 'crossed controls'. When the gyroplane was about

five feet above the ground, it descended rapidly and turned to the left. The pilot responded by increasing engine power, but could not arrest the rate of descent and the aircraft landed heavily on the runway before rolling onto its left side. The pilot candidly admits that insufficient airspeed and inadequate use of available engine power resulted in the accident.