

AAIB Bulletin No: 8/93 **Ref:** EW/G93/06/20 **Category:** 5

Aircraft Type and Registration: Bensen Autogyro, G-AYTY

No & Type of Engines: 1 Volkswagen 1600 piston engine

Year of Manufacture: 1991

Date & Time (UTC): 19 June 1993 at 1052 hrs

Location: Bradford Abbas, Dorset

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to rotor, mast, control runs and propeller

Commander's Licence: Private Pilot's Licence (Gyroplanes)

Commander's Age: 44 years

Commander's Flying Experience: 50 hours (of which 39 hours were on type)
Last 90 days - 2 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Henstridge Airfield at 0937 hrs UTC for a local navigation exercise. The weather was fine and the fuel tank contained eight and a half gallons of fuel which the pilot calculated would give an endurance of about two hours. After departing Henstridge, the aircraft flew west to Sherborne Castle and then south to Cerne Abbas. The pilot then spent some time looking for a prominent historical land feature. In doing so he flew to the west of Cerne Abbas before heading north with the intention of returning to Henstridge. At this time the pilot became unsure of his position and after about 40 minutes of flight, the first of two fuel level lights illuminated indicating that four and a half gallons of fuel had been used. Noting that this rate of fuel consumption was higher than he expected, the pilot continued on a northerly heading. The pilot had still not established his position when the second fuel level light illuminated indicating that there were 20 minutes fuel remaining. After another 10 minutes the pilot decided to land as he was still unsure of his position. He selected a suitable field and decided to land across the very light wind and parallel to a line of high tension power cables. Having executed an "S" turn to align the aircraft with his intended landing run, the pilot realised that his airspeed was low and his rate of descent was high. He did not attempt a go-around because of his low fuel state but attempted to reduce his rate of descent by applying power and flaring.

Despite these actions the aircraft landed heavily in a nose high attitude striking its rudder on the ground and rolling onto its right side. The aircraft had crashed one hour and 15 minutes after take off some 10 nm south south west of Henstridge.

Information Requested:	Aircraft Accident Report Form submitted by the pilot
Commander's Flying Experience:	30 hours (of which 29 hours were on type) Last 30 days - 5 hours Last 90 days - 2 hours
Commander's Age:	44 years
Commander's Licence:	Private Pilot's Licence (Gyroplane)
Nature of Damage:	Substantial to rotor, mast, control tins and propeller
Injuries:	Crew - None Passengers - N/A
Personnel Board:	Crew - 1 Passengers - None
Type of Flight:	Private
Location:	Henstridge, Abbas, Dorset
Date & Time UTC:	19 June 1993 at 1055 hrs
Year of Manufacture:	1971
No & Type of Engines:	1 Volkswagen 1600 piston engine
Aircraft Type and Registration:	Bensen Aero gyro, (Gyroplane)

The aircraft took off from Henstridge Airfield at 0930 hrs UTC for a local navigation exercise. The weather was fine and the fuel tank contained eight and a half gallons of fuel which the pilot calculated would give an endurance of about two hours. After departing Henstridge, the aircraft flew west to Henstridge Castle and then south to Come Abbas. The pilot then spent some time looking for a geographically significant landmark. In doing so he flew to the west of Come Abbas before heading north with the intention of returning to Henstridge. At this time the pilot became unsure of his position and after about 40 minutes of flying the fuel gauges illuminated indicating that four and a half gallons of fuel had been used. Knowing that his rate of fuel consumption was higher than he reported, the pilot continued on a westerly heading. The pilot had still not established his position when a second fuel level light illuminated indicating that there were 30 minutes fuel remaining. After another 10 minutes the pilot decided to land as he was still unsure of his position. He selected a field to land in and decided to land on the very first wire and parallel to a line of high tension power lines. The aircraft was 100 feet higher than the intended landing run, the pilot reduced the airspeed as low as he was able to decrease his rate of descent. He did not attempt a go-around because the pilot was unable to reduce his rate of descent by applying power and flaring.