

## Replica Campbell Cricket gyroplane, G-BVOH

<b>AAIB Bulletin No: 12/2004</b>	<b>Ref: EW/G2004/09/08</b>	<b>Category: 2.3</b>
<b>Aircraft Type and Registration:</b>	Replica Campbell Cricket gyroplane, G-BVOH	
<b>No &amp; Type of Engines:</b>	1 Rotax 532 piston engine	
<b>Year of Manufacture:</b>	1995	
<b>Date &amp; Time (UTC):</b>	9 September 2004 at 1840 hrs	
<b>Location:</b>	Near Valley Village, Isle of Anglesey, Wales	
<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 rudder assembly, rotor blades and mast	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	86 hours (all of which were on this type)	
	Last 90 days - 7 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Circumstances

The aircraft had departed from RAF Mona for a flight along the coastline of Anglesey when, some 30 minutes after takeoff and at a height of around 800 feet, the engine suddenly failed. The engine behaviour and indications had been normal up until this time. The pilot established the aircraft in an autorotative glide and identified a field in which to land. However, as the aircraft approached the field, it became apparent that there was a significant downhill slope that had not been obvious when viewed from afar. The slope matched the flight-path during the flare, with the result that the aircraft continued over the surface at a low forward speed until simultaneous contact was made with the ground and a hedge at the edge of the field. The still-turning rotor blades struck the ground, causing the rotor head assembly to be torn from the top of the mast. The pilot, who was uninjured, vacated the aircraft without difficulty.

### Subsequent examination of the aircraft

When the owner/pilot first investigated the engine after the accident, the spark plugs appeared to be sparking normally. However, it was raining at the time and he found that on subsequent occasions,

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when conditions were dry, no spark could be obtained. Each of the two cylinders on this type of engine has an ignition coil that is fed from a single alternator. The owner has concluded that an intermittent fault in this component may have caused the engine failure.

The aircraft is currently being repaired and the owner has stated that he has acquired a Rotax 582 engine, which has a dual ignition system, and which he plans to install in the gyroplane.