

ACCIDENT

Aircraft Type and Registration:	RAF 2000 GTX-SE gyroplane, G-CCUH	
No & Type of Engines:	1 Subaru EJ22 piston engine	
Year of Manufacture:	2004	
Date & Time (UTC):	22 July 2008 at 1310 hrs	
Location:	Wellcross Farm Airstrip, West Sussex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	129 hours (all of which were on type) Last 90 days - 16 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After landing, the aircraft ran off the side of the runway into a standing crop and turned over onto its side. The pilot, who was not injured, turned off the ignition and climbed clear of the aircraft.

right and tipped over onto its right side. The propeller struck the crop and the ground and decelerated rapidly, this caused the engine to stall. The pilot was not injured and was able to turn off the ignition and release himself from his harness before climbing out of the aircraft.

History of the flight

The pilot was returning to Wellcross Farm Strip, where the aircraft was based, after a flight from Popham. Flying conditions were good with clear visibility and light winds. Following a normal approach from the south to Runway 04, the aircraft landed but after touchdown continued rolling and veered over to the left. It then struck a concrete post at the edge of the runway, crossed into ploughed ground at the side and entered a standing crop of oats. As it went through the crop it swerved to the

The pilot believed that the accident was probably caused by him adding power just before landing, and then not reducing it completely to idle after landing. He said that he experienced some confusion when the aircraft did not slow down immediately, as was normal, and therefore may have made some inappropriate inputs, such as releasing the back pressure on the stick and thereby allowing the nosewheel to run on the ground. The nosewheel is linked to the rudder and, unless it was

straight, this would have caused a deviation from the runway direction, which in this case he was unable to correct. He added that the Mandatory Permit Directive (MPD2006-013) requirement to fly the aircraft without the doors leads to a higher general exposure to noise and

a greater perceived reduction in noise when power is reduced. He felt that this may have contributed to a lack of appreciation of the engine power setting during the landing roll.