

# Montgomerie-Bensen B8MR Gyrocopter, G-BJAO

## AAIB Bulletin No: 2/97 Ref: EW/G96/12/06 Category: 3

<b>Aircraft Type and Registration:</b>	Montgomerie-Bensen B8MR Gyrocopter, G-BJAO
<b>No &amp; Type of Engines:</b>	1 Rotax 532 piston engine
<b>Year of Manufacture:</b>	1994
<b>Date &amp; Time (UTC):</b>	29 December 1996 at 1431 hrs
<b>Location:</b>	Kemble Airfield, Gloucestershire
<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>	Extensive
<b>Commander's Licence:</b>	Private Pilot's Licence (Aeroplanes) with IMC Rating
<b>Commander's Age:</b>	40 years
<b>Commander's Flying Experience:</b>	169 hours (of which 14 were on type) Last 90 days - 8 hours Last 28 days - Nil
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot departed from Kemble's Runway 09 at 1405 hours for a local training flight. The surface wind was reported as 050°/10kt. The aircraft returned to the airfield and landed uneventfully at 1430 hrs. The pilot intended to backtrack in order to vacate the runway, so he applied power and commenced a left turn. During this process, a gust occurred which caused the aircraft to become airborne. The pilot pushed the control column forward and into wind. The aircraft settled sharply onto its nose, then bounced onto the left and right main wheels in turn. Both rotor blades struck the ground and the aircraft bucked considerably.

As the aircraft bounced onto its right wheel, failures occurred in the axle-keel supporting braces and in one of the two axle-keel securing bolts. The axle pivoted round the remaining bolt and the aircraft settled further. As it did so, the propeller struck the ground and the engine stopped. After the aircraft had stopped, the pilot switched off the magnetos and master switch before vacating the aircraft.

The pilot assessed the cause of the accident to his failure to make an allowance for the wind conditions as the aircraft began to taxi in. This was confirmed by an instructor who observed

the event and commented that the correct amount of forward and into-wind control input had not been maintained. The instructor also commented that crosswind ground handling techniques had been thoroughly covered during the pilot's training, but noted that the pilot had not flown for about three weeks prior to the accident flight.