

**Aircraft Type and Registration:** Everett Gyroplane Series 1, G-BMZP

**No & Type of Engines:** 1 Volkswagen 1835 piston engine

**Year of Manufacture:** 1986

**Date & Time (UTC):** 24 June 1994 at 1355 hrs

**Location:** Bristol (Filton) Airport, Avon

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - Minor                      Passengers - N/A

**Nature of Damage:** Propeller damaged beyond repair; damage to rotor, mast top and head plates; minor damage to rudder

**Commander's Licence:** Student Pilot

**Commander's Age:** 41 years

**Commander's Flying Experience:** 21 hours (of which 2 were on type)  
Last 90 days - N/K  
Last 28 days - N/K

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot was undergoing training for the grant of a Private Pilot's Licence; his instructor reported that his flying was of a high standard. The exercise involved right-hand circuits to Runway 27; the surface wind was 230°/6 kt. The first circuit and approach was accurately flown; a gyroplane inspector who watched from the ground commented on the good standard of flying. The pilot flew the aircraft along the runway for a short distance and was about to land when he felt a drift to the right which was greater than he had anticipated. This he attributed to some gustiness in the wind which was from the left quarter. He elected to go-around, however, he experienced some difficulty maintaining the runway centreline and so decided instead to turn right onto the crosswind leg. The gyroplane was observed to have been about 100 feet agl at this point. It was heading towards some trees and a caravan site, which the pilot thought he would not be able to clear, consequently he continued the right turn through about 45° planning to land on the far side of a hawthorn hedge. When he realised that he would not clear it either, he flared the gyroplane and landed in the hedge. The pilot was wearing full upper torso restraint and escaped without injury.

The pilot considered that his lack of experience on single seat gyroplanes contributed to the accident. He did not fully appreciate the relatively poor climb performance of the gyroplane, especially in a turn, and, with hindsight, realised that he had started the crosswind turn with insufficient height. The temperature was 25°C and the dewpoint was 17°C.