

No: 5/90

Ref: EW/G90/04/01

Category: 2c

Aircraft Type and Registration: Wallis WA-122 Autogyro, G-BGGW

No & Type of Engines: 1 Rolls-Royce Continental O-240-A piston engine

Year of Manufacture: 1980

Date and Time (UTC): 2 April 1990 at 0945 hrs

Location: Lynford Hall, near Feltwell, Norfolk

Type of Flight: Commercial

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to rotor blades, mast and keel tube. Propeller and empennage destroyed.

Commander's Licence: Private Pilot's Licence with aerial work exemption

Commander's Age: 73 years

Commander's Total Flying Experience: 2,363 hours fixed wing, 1,865 hours rotary wing (all on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was engaged on trials for the police and the military of stereo radar remote-sensing equipment. The installed weight of the equipment was well within the load-carrying capability of the aircraft. The wind velocity was 210°/9 kt, the surface temperature was 10°C and the relative humidity was 87%.

The trial runs had to be made at less than 50 feet agl and a speed of not more than 20 kt. Aware of the possibility of carburettor icing, the pilot selected carburettor hot air after take-off but reverted to cold air for the low-level runs because of the likely need for occasional high power settings.

The first run was completed satisfactorily and the pilot began a turn on to a reciprocal track. When this turn was nearly complete he sensed a loss of power and, suspecting carburettor icing, he selected hot air. The engine cut out and then began to fire intermittently. There was insufficient height or speed to avoid a heavy landing. The fuselage absorbed the landing loads and no injury to the pilot or damage to the equipment occurred.