

ACCIDENT

Aircraft Type and Registration:	Rotorsport UK MTOSport, G-CGEW	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2009	
Date & Time (UTC):	23 April 2011 at 0945 hrs	
Location:	Popham Airfield, Hampshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to empennage, propeller and rotor	
Commander's Licence:	PPL (Gyroplane)	
Commander's Age:	70 years	
Commander's Flying Experience:	5,500+ hours (of which 380 were on type) Last 90 days - 18 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The student was being instructed on how to control the build up of rotor speed without the pre-rotator. He was instructed to pull the stick back gently with the rotor speed at approximately 100 rpm. He followed this instruction and gently pulled the stick fully back with the aircraft on the ground and moving forward slowly. This resulted in the rotor striking the fin.

and, holding the stick back, let the rotor speed increase. It will take about 320m to reach over 200rpm, at which stage full power can be applied and normal take off.'

However, this is at the bottom of the page and at the top of the next page it states:

The Pilots' Operating Handbook states:

'Note that it is possible to operate without the pre rotator. In this situation, start the blades by hand to about 45rpm. Taxi slowly into wind,

'WARNING! Take care! Holding the stick fully back brings the blades close to the rudder, and blade flap/ system flexibility, or bumpy surfaces could cause contact! About midway should be adequate, learn with practice!'