

ACCIDENT

Aircraft Type and Registration:	Rotorsport UK MT-03 gyroplane, G-CFKA	
No & Type of Engines:	1 Rotax 914-UL piston engine	
Year of Manufacture:	2008 (Serial no: RSUK/MT-03/051)	
Date & Time (UTC):	31 July 2012 at 1355 hrs	
Location:	Rufforth Airfield East, York	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to rotors, propeller, mast, pod and nose leg	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	300 hours (of which all were on type) Last 90 days - 54 hours Last 28 days - 17 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft overshot the end of the runway on landing, crossing the perpendicular runway and coming to rest in an adjacent field. The pilot was uninjured and considers that he had misjudged the safety margin required.

History of the flight

The pilot made a standard overhead join at Rufforth Airfield East at 1,600 feet, having received no response to his call on the SAFETYCOM frequency. The pilot used the airfield windsock to judge that the wind direction for Runway 14 was a direct headwind and chose this runway for landing. Runway 14 is the shorter runway at Rufforth East at 220 m with zero slope and an asphalt surface; surface condition on the day was reported as dry.

Observing no other aircraft in the circuit, or operating at the adjacent airfield (Rufforth West), the pilot flew a wide circuit, followed by a power-off descent from 700 feet as required for Runway 14. The pilot established a descent at 50 mph and judged the aircraft would touch down at approximately one-third of the runway length.

During the final approach it became apparent to the pilot that the touchdown would be further down the runway, at about mid-point, and he made two wide 'S-turns'. After realigning on the runway he flared and landed with power off. The pilot reports that, although he kept the stick fully back on landing, the aircraft "did not decelerate as normal".

The aircraft continued to roll, crossing Runway 23/05, and “bumped” up an earth verge beyond. The nose lifted, followed by the left side of the aircraft as the left mainwheel contacted the verge, the aircraft was tipped onto its right side and the rotor stopped immediately.

The pilot reports that he had applied brakes after touchdown but not very much speed reduction resulted. He estimated that the aircraft came to rest 15 feet into the field.

Pilot’s comments

The pilot considered that he had misjudged the safety margin required for a safe landing. He commented that the moderately strong winds he had encountered during

the flight may have dropped, or even changed direction, during his final approach, accounting for the need for the ‘S-turns’.

The pilot added that as the aircraft lurched to the right he probably tipped in the same direction and may have inadvertently moved the control stick to the right, contributing to the aircraft tipping over.