

# Autogyro RAF 2000, G-BWAE, 30 July 1996

## AAIB Bulletin No: 11/96 Ref: EW/G96/07/26 Category: 2.3

<b>Aircraft Type and Registration:</b>	Autogyro RAF 2000, G-BWAE
<b>No &amp; Type of Engines:</b>	1 Sabaru EA82 piston engine
<b>Year of Manufacture:</b>	1996
<b>Date &amp; Time (UTC):</b>	30 July 1996 at 13.30 hrs
<b>Location:</b>	Kemble Airfield, Gloucester
<b>Type of Flight:</b>	Training
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - Minor - Passengers - N/A
<b>Nature of Damage:</b>	Substantial damage to top of main rotor mast, rotor blades and associated linkages. Damage to propeller and rudder
<b>Commander's Licence:</b>	Student Pilot
<b>Commander's Age:</b>	58 years
<b>Commander's Flying Experience:</b>	362 hours (of which 31 were on type) Last 90 days - Last 28 days -
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot was training for a Private Pilot's Licence (Gyroplanes). As he had not flown for six weeks his first two circuits were flown with a flying instructor. The weather was fine and the surface wind was 250°/10 kt. The instructor did the first take off and handed control to the student who flew a circuit and landing which the instructor considered to have been of a good standard. A second circuit was flown to a similar standard with no assistance from the instructor.

The student was then briefed to do two solo take offs and landings before embarking on a solo cross country flight. He took off from Runway 27, flew along the runway and landed at the far end. Unfortunately, a gust of wind caused the aircraft to yaw to the right; the pilot failed to correct the yaw and the aircraft went onto the grass to the right of the runway. It turned over onto its left side. The pilot was wearing full upper torso restraint and escaped with only minor injuries.