

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	MTOsport gyroplane, G-HOTC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2010 (Serial no: RSUK/MTOS/058)	
<b>Date &amp; Time (UTC):</b>	8 May 2017 at 1401 hrs	
<b>Location:</b>	Shobdon Aerodrome, Herefordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Rotor blade tips and rear stabiliser abraded	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	397 hours (of which 124 were on type) Last 90 days - 18 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Prior to takeoff on Runway 09, the pilot stated that the pre-rotator had rotated the gyroplane's main rotor to approximately 150-160 rpm, less than the normal speed of 200 rpm. Despite this, the pilot elected to take off and, as the aircraft accelerated, increasing control forces were required to maintain the runway centreline. The aircraft pitched nose-up and rolled to the left, causing the main rotor blade tips and rear stabiliser to strike the runway surface. The pilot aborted the takeoff.

The pilot attributed the accident to continuing the takeoff attempt with less than 200 rotor rpm, combined with him applying the power too quickly, which created a '*blade flap*' situation.