

ACCIDENT

Aircraft Type and Registration:	Rotorsport UK MTO Sport, G-CIHH	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2014 (Serial no: RSUK/MTOS/057)	
Date & Time (UTC):	30 June 2018 at 1600 hrs	
Location:	2 miles east-north-east of Blair Atholl, Perthshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	6,082 hours (of which 226 were on type) Last 90 days - 27 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot carried out a controlled but unintended touchdown on hilly terrain having become distracted while checking on his livestock. The gyroplane was damaged but he was unhurt.

History of the flight

The pilot was carrying out a flight from his own airstrip to check livestock located on hilly ground on his farm. The weather conditions were fine with good visibility and light winds from the south. He noted that the gyroplane was performing well, being at a relatively light weight.

About 15 minutes into the flight, the pilot noticed some stock in an area where they should not have been. He began to count them but became focussed on the task and did not notice that his airspeed had reduced. While flying in a downwind direction he realised that he had inadvertently flown with reference to the groundspeed and now had a low airspeed. The gyroplane started to descend rapidly through 100 ft agl towards rising ground and he did not have sufficient height or room to manoeuvre to gain speed. He applied full power and kept the gyroplane straight, pointing uphill to avoid a possible rollover. Just before ground contact he increased the nose-up pitch attitude and the gyroplane landed hard with little forward speed. The pilot was not injured and was able to shut the gyroplane down and make a normal exit.

Analysis

The pilot provided the AAIB with his report of the circumstances of the accident and his carefully considered analysis of the causes.

The pilot estimated that the whole event from recognition of the problem to the accident had occurred over a period of only about five seconds. He assessed the primary cause of the accident as distraction while he was looking outside the gyroplane. As a result of this he had not noticed the build-up of adverse circumstances, notably: the tailwind which led to a higher groundspeed than airspeed, an increasing rate of descent with insufficient height to regain speed, and flying towards rising ground. He also noted that it was likely that the wind was stronger than it was from where he had taken off.