

ACCIDENT

Aircraft Type and Registration:	RAF 2000 GTX-SE, G-HEKK	
No & Type of Engines:	1 Subaru EJ22 piston engine	
Year of Manufacture:	1997 (Serial no: PFA G/13-1285)	
Date & Time (UTC):	27 October 2018 at 1344 hrs	
Location:	Great Heck, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to landing gear, rotor blades, propeller and airframe	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	72 years	
Commander's Flying Experience:	1,939 hours (of which 625 were on type) Last 90 days - 16 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further inquiries by the AAIB	

Prior to takeoff, the pilot assessed the wind direction from his windsock as from 290°. He took off from Great Heck's grass strip in a southerly direction but, at 80 ft, after passing above a tree line, he encountered "unexpected severe turbulence and down draft". This caused the aircraft to descend to approximately 40 ft, after which the pilot reported cutting engine power and lowering the nose. The effect of this was an immediate descent to the ground resulting in significant damage to the aircraft.

The pilot was wearing a full harness and suffered minor injuries. He stated that he was familiar with this airfield but had been startled by the unexpected turbulent conditions at 80 ft which may have explained his decision to lower the nose and reduce power.

The pilot held a PPL with a single-engine gyroplane rating. This rating had expired just over two weeks prior to the accident, on 11 October 2018. The pilot also stated that he believed his license revalidation was required in November, not October which was why it was not valid at the time of the accident. The licence was revalidated on 12 December 2018.