

ACCIDENT

Aircraft Type and Registration:	Magni M24C Orion, G-YROD	
No & Type of Engines:	1 Rotax 914-UL piston engine	
Year of Manufacture:	2014 (Serial no: 24-14-8714)	
Date & Time (UTC):	30 March 2015 at 0921 hrs	
Location:	Old Warden Airfield, Bedfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive damage to rotor system, propeller, fuselage, tail assembly and landing gear	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	348 hours (of which 35 were on type) Last 90 days - 22 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During an approach to Old Warden Airfield, the pilot encountered an unexpectedly strong gusty crosswind. As he attempted a go-around, he lost control of the gyroplane and it struck the ground, rolling onto its right side.

History of the flight

The gyroplane had departed Fairoaks Airport for a flight to Old Warden Airfield. As it arrived overhead Old Warden after a flight of about one hour, the pilot noticed that the wind was blowing from about 290°, having veered from 260-270° when he had taken off. The weather was clear and bright and the windsocks at both ends of Runway 21 he assessed as indicating a steady 10-15 kt, compared with the 7 kt when he departed Fairoaks.

After a normal circuit, whilst the aircraft was on finals, the pilot experienced significant crosswind gusts which led to lateral yawing, so he extended finals in order to align the landing gear wheels before landing long. However, before touchdown, he experienced a severe gust which led him to apply power and attempt a go-around. At this point, the gust reduced in strength, resulting in the gyroplane yawing left and departing the runway towards a fence alongside the runway. The pilot raised the nose to avoid the fence but this caused a significant loss of airspeed such that the machine could no longer maintain

flight. It also reduced rudder authority and the pilot lowered the nose to regain control but the aircraft impacted the ground and the rotor blades struck the grass. The helicopter fell onto its right side and came to rest with the pilot exiting uninjured through the left door.

The pilot is of the opinion that the wind on finals, at 15 gusting 25 kt, was stronger than he had assessed or was expecting. He supplied a series of photographs taken shortly after the accident which showed the windsock varying between hanging near vertically down to about 20° below horizontal. He acknowledges, however, that he should have gone around earlier in the approach.