

## Follow-up Action on Occurrence Report

**ACCIDENT TO RAF 2000 GTX GYROPLANE, G-BXMG, AT LONG MARSTON AIRFIELD, WARWICKSHIRE, ON 8 FEBRUARY 2003**

**(AIRCRAFT CRASHED ON LANDING)**

**CAA FACTOR NUMBER** : F40/2003  
**FACTOR PUBLICATION DATE** : 10 December 2003  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2003/00779  
**AAIB REPORT** : Bulletin 11/2003

### **SYNOPSIS**

(From AAIB Report)

The pilot took off from Runway 22 at Long Marston for a local flight at which time the surface wind was estimated to be south-westerly at about 10 kt, but with the wind strength increasing noticeably at altitude. After takeoff the pilot found he had to apply full left roll trim and some additional left roll control input to maintain his track, and he maintained the full left trim for the remainder of the flight. On returning to the airfield some 15 minutes later, the pilot made an uneventful approach to Runway 22, describing the wind as being straight down the runway. During the flare, with the aircraft approximately one foot above the ground, the pilot stated that he encountered a gust of wind from the left at which point the machine started to roll to the right. He immediately applied full left roll input on the controls, but the aircraft continued to roll to the right until it was lying on its side on the runway.

### **FOLLOW UP ACTION**

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

#### **Recommendation 2003-93**

It is recommended to the Civil Aviation Authority that the Authority's requirement for 'IN EMERGENCY PULL' external placards adjacent to the top latches of the exit doors of RAF 2000 gyroplanes on the UK register should be reviewed.

#### **CAA Response**

The CAA accepts this Recommendation. The CAA will complete the review of the requirement for an external placard by the 27th February 2004.

**CAA Status - Open**