

Follow-up Action on Occurrence Report

**ACCIDENT TO KEN BROCK KB-2, G-BUYT, AT SUTTON BANK, NORTH YORKS ON 15 DECEMBER 2004
(GYROPLANE CRASHED SHORTLY AFTER TAKEOFF)**

CAA FACTOR NUMBER : F34/2005
FACTOR PUBLICATION DATE : 11 October 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/09031
AAIB REPORT : Bulletin 9/2005

SYNOPSIS

(From AAIB Report)

Shortly after takeoff from a grass strip at Sutton Bank Airfield, the gyroplane developed a nose low attitude and descended over the edge of an escarpment. Its engine noise was heard to reduce and a 'crunch' noise was heard by witnesses as it began its descent. The wreckage of the gyroplane was discovered at the base of the escarpment where the pilot had been fatally injured.

FOLLOW UP ACTION

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

Recommendation 2005-64

It is recommended that the Popular Flying Association (PFA) emphasise to all PFA Inspectors, and owners of Brock KB-2 and similar gyroplanes, the particular importance of checking the security of all seat attachments and fittings and, where looseness is found, that no cracking or deformation of the airframe or seat attachments is present.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed