

Follow-up Action on Occurrence Report

ACCIDENT TO MAGNI M24C, G-CGTI, AT NORTH OF HILLTOP WAY,
NR OLD SARUM AIRFIELD, WILTSHIRE ON 28 APRIL 2011

CAA FACTOR NUMBER : F8/2011
FACTOR PUBLICATION DATE : 18 November 2011
NATURE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 2011/04433
AAIB REPORT : Bulletin 10/2011

SYNOPSIS

From AAIB Report

The pilot departed Old Sarum Airfield for a local flight in his M24C gyroplane and shortly after it became airborne the 'gull-wing' door was seen to open to the horizontal position. The pilot made a radio call that he had a problem with the door and intended to return to the airfield. The aircraft continued around the circuit until the end of the downwind leg, where the pilot appeared to position the aircraft to land in a field. At the end of the flight the engine noise was heard to reduce and the aircraft was seen to roll to the left before it crashed into the field and caught fire. The investigation established that at the start of the flight the pilot's door appeared to be closed but the latching mechanism had not locked the door in the closed position.

FOLLOW UP ACTION

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

Recommendation 2011-082

It is recommended that the Civil Aviation Authority amend the requirements of BCAR Section T, to minimise the likelihood of an aircraft door inadvertently opening in flight.

CAA Response

The CAA accepts this recommendation and is in the process of developing the necessary changes to BCAR T to minimise the likelihood of an aircraft door inadvertently opening in flight. The change will be proposed at the next meeting of the BCAR Section T Working Group and will, subject to public consultation, be incorporated in Section T by March 2013.

CAA Status - Open