

## Follow-up Action on Occurrence Report

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**ACCIDENT TO ROTORSPOUT UK MTOSPORT, G-LZED, AT SHELL ISLAND CAMPSITE,  
LLANBEDR, GWYNEDD, NORTH WALES, ON 27 JUNE 2011**

**CAA FACTOR NUMBER** : F2/2012  
**FACTOR PUBLICATION DATE** : 12 March 2012  
**TYPE OF FLIGHT** : Private  
**CAA OCCURRENCE NUMBER** : 2011/07319  
**AAIB REPORT** : 2/2011

### **SYNOPSIS**

From AAIB Report

The pilot selected a field for takeoff which was shorter than that required. Despite there being no fault with the gyroplane, it struck a wall shortly after becoming airborne, before crashing. The gyroplane was extensively damaged but neither occupant was injured. A number of similar accidents have highlighted the need to enhance pilot understanding of gyroplane performance.

### **FOLLOW UP ACTION**

#### **Recommendation 2011-097**

It is recommended that the Civil Aviation Authority emphasise to gyroplane operators the need to consider field suitability and gyroplane specific performance, including the safety factors to apply, when planning a flight.

#### **CAA Response**

The CAA accepts this recommendation and will in due course provide material that includes specific gyroplane guidance. Currently the General Aviation Safety Promotion specialist is working with the CAA's Flight Department to either amend the existing Safety Sense Leaflet on aircraft performance to include gyroplanes or to produce a separate leaflet aimed solely at Gyroplane pilots. Input has been received from the British Rotorcraft Association Chairman and is being reviewed to this end. This revised or new material is expected to be published by the end of May 2012.

**CAA Status – Open**

#### **Recommendation 2011-098**

It is recommended that the Civil Aviation Authority, in conjunction with the British Rotorcraft Association, review the Private Pilot's Licence (Gyroplane) syllabus to ensure that students receive adequate tuition and examination on the takeoff and landing performance of gyroplanes.

## **CAA Response**

The CAA accepts this recommendation. The CAA has been working with the British Rotorcraft Association to develop training and testing requirements for the purpose of obtaining the Private Pilot Licence (Gyroplanes). These requirements will be published in CAA Standards Document 44. In preparing this document, account has been taken of recent AAIB recommendations. Standards Document 44 will be published on the CAA website in March 2012.

**CAA Status - Open**