



# AIRCRAFT INCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/3/2/0594	
<b>Aircraft Registration</b>	ZU-DNF	<b>Date of Incident</b>	13 July 2007		<b>Time of Incident</b>	1530Z
<b>Type of Aircraft</b>	MAGNI GYRO M16		<b>Type of Operation</b>		Private	
<b>Pilot-in-command Licence Type</b>		Gyroplane	<b>Age</b>	58	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	86.2		Hours on Type	86.2
<b>Last point of departure</b>		Summit Private Aerodrome near Kyalami				
<b>Next point of intended landing</b>		Summit Private Aerodrome near Kyalami				
<b>Location of the incident site with reference to easily defined geographical points (GPS readings if possible)</b>						
During taxiing to the hangar at Summit Private Aerodrome.						
<b>Meteorological Information</b>		Fine weather conditions. Surface wind: North Westerly/3kt. Visibility: Good.				
<b>Number of people on board</b>	1 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot stated that on 13 July 2007 at 1415Z, he departed from Summit private aerodrome near Kyalami on a private flight in order to do some circuits in the general flying area near Kyalami.</p> <p>After flying for approximately 15 minutes, he approached the Runway13/SE at an IAS of 60 mph before he landed the Gyroplane onto the gravel runway at Summit private airstrip in a south easterly direction with the surface wind north westerly at 3kt. After landing, the pilot manoeuvred the aircraft to the right and off the runway onto a taxiway with the rotor blades still turning.</p> <p>The pilot then taxied the gyroplane for approximately 22 metres to the hangar area. The rotor blades were still turning at the time impacted a pole which supports the hangar door when doors were opened at the left-hand side of the taxiway near the hangar.</p> <p>The pilot sustained no injuries during the incident. The gyroplane sustained damage to the main rotor mast and rotor blades only.</p> <p>According to the CAA records, the last Annual Inspection was carried out by the approved AMO on 19 September 2006 at a total of 244.1 airframe hours since new. The aircraft had flown a further 115.2 hours since last inspection was carried out.</p> <p>The Authority to Fly was issued on 21 September 2006 with the expiry date being 19 September 2007.</p> <p>According to a Flight Instructor of SAGPA (South African Gyroplane Association) it is normal procedures to wait for the main rotor blades to stop turning before taxiing the aircraft to the hangar area.</p>						
<b>Probable Cause</b>						
<p>The pilot taxied the Gyroplane whilst the main rotor blades were still turning and misjudged the clearance between the rotor blades and the obstruction near the hangar, resulting in a main rotor blade strike.</p>						
<b>IARB Date</b>		25 September 2007		<b>Release Date</b>		