



LIMITED ACCIDENT INVESTIGATION REPORT
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Reference Number		CA18/2/3/10068					
Classification	Accident	Date	4 November 2021	Time	0900Z		
Type of Operation	Private (Part 94)						
Location							
Place of Departure		Parys Airfield (FAPY), Free State Province		Place of Intended Landing		Klipdrift Farm, Parys, Free State Province	
Place of Accident		Runway (RWY 24), Parys Airfield (FAPY)					
GPS Co-ordinates	Latitude	26°53'04" S	Longitude	027°30'22" E	Elevation	4705 feet	
Aircraft Information							
Registration		ZU-RKM					
Model/Make		Trojan Gyro (Serial Number: 1301)					
Damage to Aircraft		Substantial		Total Aircraft Hours		845.2	
Pilot-in-command							
Licence Type		National Pilot Licence	Gender		Male	Age 48	
Licence Valid		Yes					
Total Hours on Type		±62.1		Total Flying Hours		457.3	
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground) 0	
What Happened							
<p>On Thursday, 4 November 2021 at approximately 0900Z, a pilot on-board a Trojan Gyrocopter with registration ZU-RKM took off from Farm Klipdrift to Parys Airfield (FAPY), which is 23 nautical miles (nm) away, to have lunch. After landing on Runway (RWY) 24 at FAPY, he discovered that the restaurant in which he intended to have lunch was closed. He then took off again, flew around the area for approximately 45 minutes and, thereafter, did a full stop landing at FAPY. When the pilot was ready to fly back to Farm Klipdrift, he stated that he conducted a pre-flight inspection, then taxied to RWY 24 and held short of the runway (RWY 24), he then did the pre-take-off checks. Thereafter, he made a radio call to broadcast his entry to the runway. He lined up for take-off, started the pre-rotation run, brought the cyclic back and continued to pre-rotate. The pilot then released the wheel brakes and started the take-off run. During the take-off roll, the pilot stated that the wind was blowing from the right and a gust may have tilted the main rotor blades, causing them to contact the tail and rudder fins. Upon realising that there was contact, the pilot immediately aborted take-off. The gyrocopter kept rolling for a few metres before it came to a stop. The flight was conducted in visual meteorological conditions (VMC) by day and under the provisions of Part</p>							

94 of the Civil Aviation Regulations (CAR) 2011 as amended. The pilot was not injured during the accident; the gyrocopter sustained damage to the main rotor and the rudder.



Figure 1: Damage on the rudder. (Source: Pilot)

What was found:

The last annual inspection was carried out on 11 September 2021 at 822.1 airframe hours. The aircraft had accumulated an additional 23.1 airframe hours in operation since the last inspection. There were no reported or recorded defects prior to the accident as all damage was related to the accident.

Probable cause:

The pilot aborted take-off after the main rotor blades flapped during take-off run, whereafter they came into contact with the rudder.

Safety Action/s

None.

Safety Message and/or Safety Recommendation/s	
None.	
Purpose of the Investigation	
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not to apportion blame or liability.</i>	
About this Report	
<i>Decisions regarding whether to investigate, and the scope of an investigation are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar accident.</i>	
<i>This report provides an opportunity to share safety message/s in the absence of an investigation.</i>	
<i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i>	
Disclaimer	
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>	

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**