



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	Ref: 8180	
Aircraft Registration	ZU-DYP	Date of Accident	22 September 2006		Time of Accident	0812Z
Type of Aircraft	Gyro Copter RAF 2000 GTX SE FI		Type of Operation		Training	
Pilot-in-command Licence Type		Student Pilot	Age	57	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	72.0		Hours on Type	72.0
Last point of departure		Upington Aerodrome (FAUP)				
Next point of intended landing		Upington Aerodrome (FAUP)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Runway 08 at Upington Aerodrome at a GPS Position S28° 24.1 E 021° 15.6						
Meteorological Information		The weather was fine, Temp: 16.4deg; Surface wind NE at 5kt				
Number of people on board	1+0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The Instructor stated that the student went on his 1st solo flight after they flew for approximately 48 minutes and executed 10 circuits and landing at Upington Aerodrome on the day of the accident.</p> <p>According to the instructor, he viewed the student from the tower during his 1st solo flight. The student took off normally from Runway 08 and flown an uneventful circuit. The student then flared the aircraft slightly high for landing on the runway causing the aircraft to bounce upon landing. The student then pushed the joystick fully forward instead of pulling back on the stick. As a result, the aircraft pitched forward, the rotor blades impacted the ground and the aircraft rolled over to the right hand side</p> <p>The student was not injured during the accident but the gyro-copter was substantially damaged.</p> <p>The last Annual Inspection was certified on 9 August 2006 at a total of 62.7 hours airframe hours. The aircraft flew an additional of 36.3 hours since the last Annual Inspection was certified.</p> <p>The Approved Person (AP) No. R23 that certified the last Annual Inspection was authorized and rated by the South African Gyroplane Association to perform maintenance on the NTCA type aircraft.</p>						
Probable Cause						
<p>The student flared the aircraft too high causing it to bounce upon landing. Furthermore, instead of pulling back on the joystick, he lost control of the aircraft when he pushed the stick forward. The aircraft nosed over and the main rotor contacted the runway surface.</p>						
IARC Date				Release Date		