Havarikommissionen
Accident Investigation Board Denmark

BULLETIN

Accident

13-9-2015

involving

Gyrocopter

OY-1034

ECCAIRS Release 5

Certain report data are generated via the EC common aviation database

FOREWORD

This bulletin reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

In accordance with the provisions of the Danish Air Navigation Act and pursuant to Annex 13 of the International Civil Aviation Convention, the investigation is of an exclusively technical and operational nature, and its objective is not the assignment of blame or liability.

The investigation was carried out without having necessarily used legal evidence procedures and with no other basic aim than preventing future accidents and serious incidents.

Consequently, any use of this bulletin for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

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BULLETIN

General

File number:	HCLJ 520-2015-33
UTC date:	13-9-2015
UTC time:	19:15
Occurrence class:	Accident
Location:	Isortoq reindeer station, Greenland
Injury level:	Minor

Aircraft

Aircraft registration:	OY-1034
Aircraft make/model:	AutoGyro MTO
Current flight rules:	Visual Flight Rules (VFR)
Operation type:	Non-Commercial Operations - Pleasure - Local
Flight phase:	Approach
Aircraft category:	Rotorcraft Gyroplane
Last departure point:	Isortoq reindeer station, Greenland
Planned destination:	Isortoq reindeer station, Greenland
Aircraft damage:	Destroyed
Engine make/model:	Rotax 914

SYNOPSIS

Notification

All times in this report are UTC.

The Aviation Unit of the Danish Accident Investigation Board (AIB) was notified of the accident by the Danish Transport and Construction Agency (DTCA) on 14-9-2015 at 12:46 hours.

The German Bundesstelle für Flugunfalluntersuchung (BFU) was notified on 21-9-2015, and the European Aviation Safety Agency (EASA) was notified on 22-9-2015.

Summary

A sudden loss of engine power at low altitude resulted in an emergency landing into rocky terrain.

The accident occurred in daylight and under visual meteorological conditions (VMC).

FACTUAL INFORMATION

History of the flight

The accident occurred during a local VFR flight.

After departure from Isortoq, the pilot flew three 360° turns above the landing strip of Isortoq.

During the last turn approximately 1200 meters north of the landing strip and inbound for the final approach, the pilot increased the engine power. Suddenly, the engine lost power, and the engine did not react to the pilot advancing the throttle lever to full power.

Due to the low altitude, the pilot decided that there was no time for a restart of the engine.

In order to regain airspeed, the pilot lowered the nose of the gyrocopter and manoeuvred the gyrocopter into a rocky landing site in front of the gyrocopter.

Close to the ground, the pilot pulled back the stick to flare the gyrocopter.

The tail/rudder hit a rock on the ground and bent upwards and hit the propeller and the radiator.

The gyrocopter continued forward flying, and the rotor hit the ground.

The gyrocopter came to rest on its left side.

Injuries to persons

Injuries	*Crew*	*Passengers*	*Others*
Fatal			
Serious			
Minor	1		

Damage to aircraft

The gyrocopter was destroyed.

Personnel information

License and medical certificate

The pilot - male - 48 years was the holder of a valid Danish ultralight gyrocopter license issued on 2-12-2014.

At the time of the accident, the medical certificate was valid.

Flying experience

	Last 24 hours	Last 90 days	Total
All Types (hours)	8	272	330
Accident type (hours)	8	272	330
Landings (number)	3	91	403

Aircraft information

Manufacturer:	AutoGyro MTO-Sport Gyrocopter
Engine:	Rotax 914
Certificate of airworthiness:	Valid until 31-8-2017

Meteorological information

Pilot information

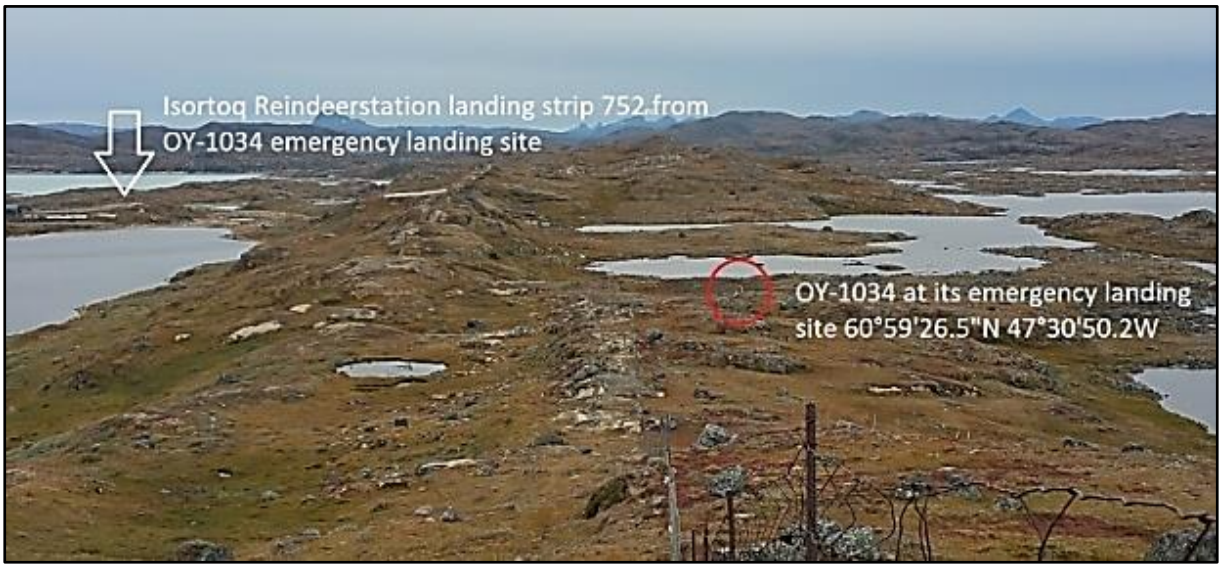
Wind conditions:	310° and 16 knots
Visibility:	More than 10 kilometres
Clouds:	Overcast at 3000 feet
Temperature:	5° Celsius

Aviation routine weather report (METAR) for Narsarsuaq airport (BGBW)

METAR	bgbw 131820z auto 25013kt 9999ndv ncd 08/02 q1014=
METAR	bgbw 131920z auto 26011kt 9999ndv ncd 07/01 q1014=
METAR	bgbw 131950z auto 26011kt 9999ndv ncd 07/01 q1015=

Wreckage and impact information

Accident site



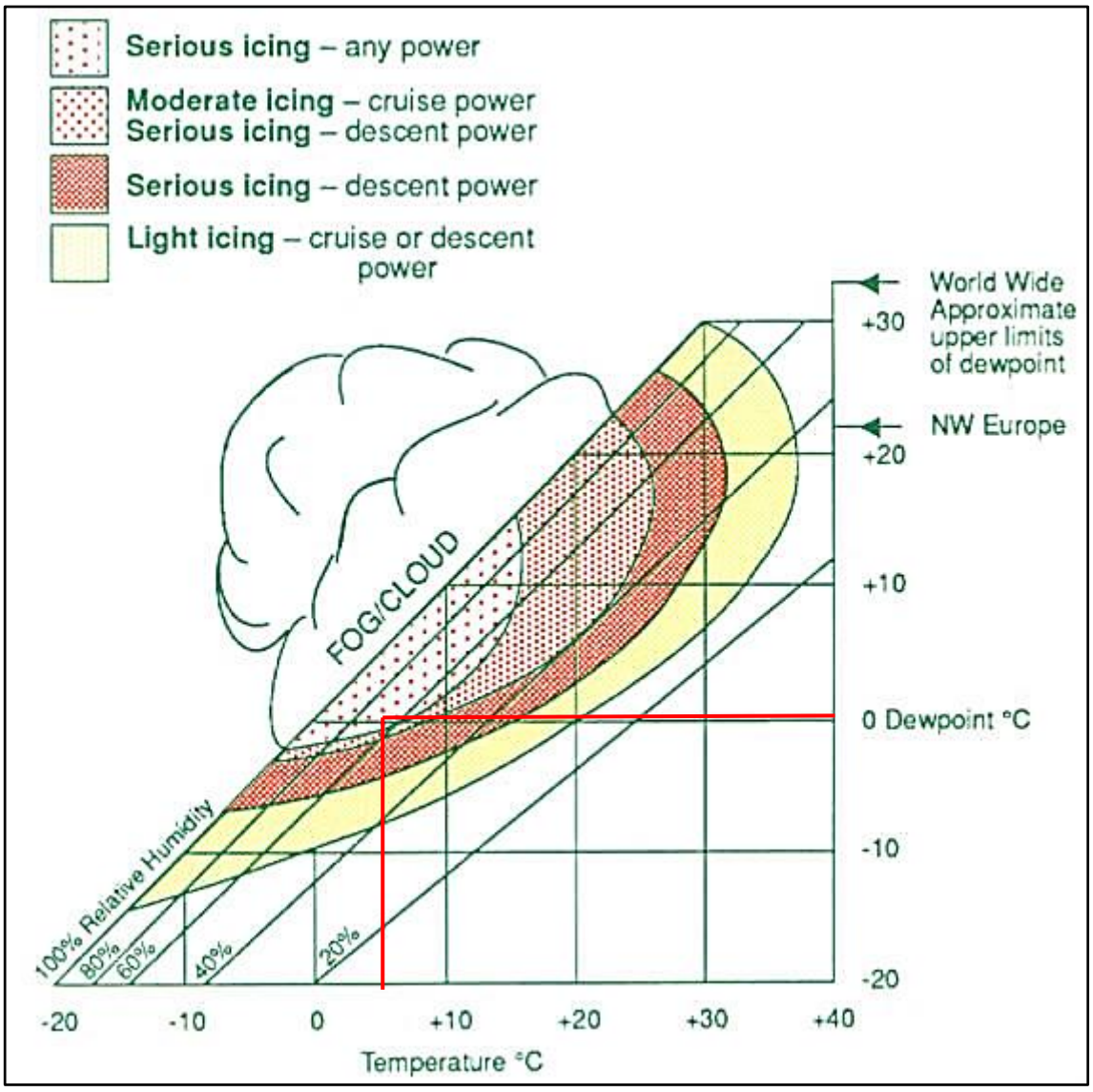
Wreckage

Engine examination

The day after the accident, an engine examination did not reveal abnormalities contributing to the sudden loss of engine power.

An engine restart on the ground was successful and did not give rise to remarks.

Risk of carburettor icing



ANALYSIS

It has not been possible for the Danish AIB to determine the direct cause to the sudden loss of engine power.

However, the risk of serious carburettor icing at any power was present.

Taking into consideration the temperature (pilot reported) and the dewpoint (METAR BGBW) on the day of the accident, a potential scenario might be carburettor icing contributing to the pilot experience of a sudden loss of engine power.

CONCLUSIONS

A sudden loss of engine power at low altitude resulted in an emergency landing into rocky terrain.