

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Rotorsport UK Calidus, G-HTBT	
<b>No &amp; Type of Engines:</b>	1 Rotax 914-UL piston engine	
<b>Year of Manufacture:</b>	2010	
<b>Date &amp; Time (UTC):</b>	17 April 2011 at 1645 hrs	
<b>Location:</b>	Perth Airport, Scotland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to rotors, propeller, empinage, mast, canopy, front section and right wheel	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	56 hours (of which 16 were on type) Last 90 days - 14 hours Last 28 days - 14 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During the landing ground roll, the pilot moved the cyclic control forward and leant forward to apply the rotor brake. The gyroplane rolled onto its right side, skidded forward while rotating to the right, and came to rest after turning through 180°. After the pilot and passenger had established that they were both unhurt, the aircraft was removed from the runway and associated debris was cleared away.

The normal landing technique is to hold the control column aft until the gyroplane stops. In this event, moving the control column forward appears to have

induced a rolling moment to the right which caused the rollover.

Regulations applicable to this accident state that pending the arrival of safety investigators or consultation with the AAIB, no person shall move the aircraft except where such action may be required for safety reasons or to bring assistance to injured persons. These regulations can be viewed via the AAIB website at [www.aaib.gov.uk](http://www.aaib.gov.uk) under '*Guidance and regulations*'. The AAIB will provide guidance to individuals reporting an occurrence.