Ref: 7872

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

Aircraft Registration	**ZU-CBN**	**Date of Accident**	30 October 2004	**Time of Accident**	1200Z
Type of Aircraft	Magni M16	**Type of Operation**	Private		
Pilot-in-command Licence Type	Glyrocopter	**Age**	46	**Licence Valid**	Yes
Pilot-in-command Flying Experience	Total Flying Hours	720		Hours on Type	720
Last point of departure	Solitude Aerodrome				
Next point of intended landing	Private Aerodrome near Vereeniging				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Private Aerodrome near Vereeniging					
Meteorological Information	Temperature: 24°C. Wind: 120°/17kts. Visibility: Good				
Number of people on board	1+0	**No. of people injured**	1	**No. of people killed**	**0**

Synopsis

Three friends each flying their own aircraft departed Solitude aerodrome on a pleasure trip flight around the area. The flight included a landing at a private aerodrome near Vereeniging. According to the pilot there was a moderate wind blowing when they landed but at no stage did it pose any restriction to the aircraft operating limitations. They all uneventfully landed and as he was about to turn right to vacate the runway sudden gust of wind blew him over to the right.

The pilot stated that the gust of wind, high rotor rpm and the relative strong wind and more than 90° turn whilst taxiing with the wind might be the cause of the accident.

The pilot broke his right arm in the event. The aircraft sustained damage to the propeller, rotor and mast.

The aircraft was issued with an Authority to Fly in terms of Civil Aviation Regulations of 1997 Part 24.02.03 which was valid until 10 March 2005. The last Annual Inspection prior to the accident was certified on 21 February 2004 at 612.7 flying hours. The aircraft had accumulated a further 103.3 flying hours since the last Annual Inspection was certified. The Approved person was correctly licensed.

Probable Cause

This accident was attributed to the gust of wind, high rotor rpm and the relative strong wind and more than 90° turn whilst taxiing with the wind, this resulted in the aircraft being blown over by the wind.

IARC Date		Release Date	