

**Aviation Safety Investigation Report  
199003135**

**Air Command Gyrocopter**

**11 March 1990**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 199003135  
**Location:** Toorbul QLD  
**Date:** 11 March 1990  
**Highest Injury Level:** Fatal  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1100

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Air Command Gyrocopter  
**Registration:**  
**Serial Number:** QG899  
**Operation Type:** Sport Aviation  
**Damage Level:** Substantial  
**Departure Point:** Toorbul QLD  
**Departure Time:** 1055  
**Destination:** Toorbul QLD

**Approved for Release:** 13th December 1990

**Circumstances:**

Some months prior to the accident the pilot had begun learning to fly ultralight aircraft. Around this time he also began to have spells where he was able to see and hear people but could not move or talk to them. His instructor recommended that he stop flying and complete medical tests. The pilot later purchased and assembled a gyrocopter. Over a two month period he learned to fly the craft. On the morning of the accident he asked a more experienced gyrocopter pilot to fly his machine and check its characteristics. The other pilot found that it was quite satisfactory. Those who had observed the pilot flying previously considered that he had no problems in controlling the aircraft. The gyrocopter was observed on final approach but it then disappeared for a short time, having flown an orbit to the left. After adopting a final approach for the second time the gyro flew towards the strip at about 50 knots. A witness observed the craft roll to the left from a height of about 30 feet. The gyrocopter impacted the ground in a left bank of about 130 degrees. No evidence of pre-impact failure of the aircraft was found.

**Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The cause of the accident was not positively determined. It is possible that the pilot suffered a temporary incapacitation during the approach.

**Reccomendations:**

1. That the Civil Aviation Authority undertake, or oversee, an education campaign intended to remind sport aviation pilots of the need to consider their standard of health before undertaking flying activities.