

**Aviation Safety Investigation Report
198900843**

Wasp Air Buggy II (Gyroplane)

3 December 1989

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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.

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

1. Faulty design. The aircraft was unstable when fitted with a large forward cabin.
2. An uncommanded DEPARTURE from controlled flight caused the main rotor blades to strike the propeller and empennage.
3. The rotor blades were stopped in flight rendering the aircraft uncontrollable.

Reccomendations:

1. That the Civil Aviation Authority, in conjunction with the Australian Sports Rotorcraft Association (ASRA), advise all gyroplane operators of the design instability of the Wasp Airbuggy II when fitted with a large cabin.
2. That the CAA, in conjunction with the ASRA, devise and/or approve a suitable modification to the empennage of gyroplanes in conjunction with the fitment of large cabins.
3. That the the short period oscillation of gyroplanes operated in Australia be examined. ie. fit or replace the horizontal tailplane. A number of accidents in Australia can be attributed to DEPARTURE from controlled flight as a result of excessive pitching, (porpoising).