AAIB Bulletin No: 8/93 **Ref: EW/G93/06/20** **Category: 5**

Aircraft Type and Registration:	Bensen Autogyro, G-AYTY
No & Type of Engines:	1 Volkswagen 1600 piston engine
Year of Manufacture:	1991
Date & Time (UTC):	19 June 1993 at 1052 hrs
Location:	Bradford Abbas, Dorset
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Substantial to rotor, mast, control runs and propeller
Commander's Licence:	Private Pilot's Licence (Gyroplanes)
Commander's Age:	44 years
Commander's Flying Experience:	50 hours (of which 39 hours were on type) Last 90 days - 2 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Henstridge Airfield at 0937 hrs UTC for a local navigation exercise. The weather was fine and the fuel tank contained eight and a half gallons of fuel which the pilot calculated would give an endurance of about two hours. After departing Henstridge, the aircraft flew west to Sherborne Castle and then south to Cerne Abbas. The pilot then spent some time looking for a prominent historical land feature. In doing so he flew to the west of Cerne Abbas before heading north with the intention of returning to Henstridge. At this time the pilot became unsure of his position and after about 40 minutes of flight, the first of two fuel level lights illuminated indicating that four and a half gallons of fuel had been used. Noting that this rate of fuel consumption was higher than he expected, the pilot continued on a northerly heading. The pilot had still not established his position when the second fuel level light illuminated indicating that there were 20 minutes fuel remaining. After another 10 minutes the pilot decided to land as he was still unsure of his position. He selected a suitable field and decided to land across the very light wind and parallel to a line of high tension power cables. Having executed an "S" turn to align the aircraft with his intended landing run, the pilot realised that his airspeed was low and his rate of descent was high. He did not attempt a go-around because of his low fuel state but attempted to reduce his rate of descent by applying power and flaring.

Despite these actions the aircraft landed heavily in a nose high attitude striking its rudder on the ground and rolling onto its right side. The aircraft had crashed one hour and 15 minutes after take off some 10 nm south south west of Henstridge.