

AUSTRALIAN SPORT ROTORCRAFT ASSOCIATION INC

SAFETY ALERT



ABN 53 412 417 012

No: 2015.02

Date: 21 December 2015

Subject: Gyroplanes manufactured by Auto Gyro Europe

The pilot and owner of the recently acquired, new Cavalon gyroplane was under training for his Cross Country endorsement. He activated the press to talk switch to make a routine broadcast and observed that the trim activated in the nose up direction resulting in a rapid loss of airspeed. The pilot added power, lowered the nose with cyclic input and activated the trim in the nose down direction to effect a recovery. The problem did not occur again during the remainder of the flight nor could it be replicated on the ground.

The manufacturer denies that there is any possible relationship between the press to talk switch and the trim switch systems. They blame pilot error. The pilot vehemently denies that possibility due to the fact that with his normal grip on the cyclic control, no part of this hand is near the trim switch when he activates the press to talk switch.

A similar event occurred in an MTO3. On this occasion, the fault was traced to a faulty trim switch in the aft cockpit that was contaminated with moisture, and was not associated with the activation of the press to talk switch.

The owners, operators and pilots of gyroplanes manufactured by Auto Gyro Europe should be aware of these events and be prepared to react accordingly should they experience a similar defect.

Any defect of a similar nature must be notified to ASRA as soon as possible.

Allan Wardill
Operations Manager