



PRELIMINARY SAFETY ALERT

SA 2021.01

Date of issue: 11th February 2021.

SUBJECT: Magni M24 Gyroplane – loss of passenger door in flight

On the 6th of February 2021, a pilot was flying his M24 on a XC flight from Lake Keepit to Lake Macquarie NSW. An hour into the flight, the pilot experienced turbulence and the in-flight opening of the passenger door. The pilot focused on flying the gyroplane and attempted to restrain the door on the opposite side of the gyroplane. Unable to do so, the door departed the gyroplane cleanly with no contact to the propeller, tailplane or rotors.

This is a serious near-miss incident which fortunately resulted in a favourable outcome. The incident is currently under investigation with consideration given to include the following items;

1. Identifying Australian M24 models not fitted with door lock micro switches which detect positive engagement of the door lock mechanism, displayed to the pilot using the warning light system and rotor tachometer. This warning system was introduced in 2011 and the incident gyroplane was an early model not fitted with this system.
2. Inspection/maintenance requirements for the gap tolerance for locking pins and latching blocks required to maintain positive engagement.
3. Human Factors requirements for an in cockpit, pre take-off checklist
4. Review of ground risks associated with the use of additional door restraining systems should the latch system fail, and the doors are capable of being opened by the slipstream.

The PIC of all Magni M24 and other make enclosed gyroplanes, should immediately inspect, and ensure the integrity of the door locking mechanism, and ensure that the doors are securely closed prior to take-off. The micro switch system should be fitted to all Magni M24 gyroplanes.

Jeff Blunt
ASRA Operations Manager.

Operations and Training Manager

Jeff Blunt

E-mail: trainingmanager@asra.org.au

Mobile: 0421 784088