

ACCIDENT

Aircraft Type and Registration:	Aquila AT01, G-UILA	
No & Type of Engines:	1 Rotax 912-S3 piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	23 September 2007 at 1140 hrs	
Location:	Lasham Aerodrome, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to nose landing gear and propeller. Heavy landing and engine shock-loading checks to be carried out	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	213 hours (of which 50 were on type) Last 90 days - 43 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the final approach to land the pilot raised the nose of the aircraft to extend the approach and avoid undershooting the grass runway. The aircraft stalled, landed on its nose leg, which collapsed, and the propeller struck the ground. Neither of the occupants of the aircraft were injured and there was no fire.

History of the flight

The aircraft was landing on the grass central area to the west of Runway 23 bounded by Runway 09/27 and the two unused Runways 05/23 and 16/34. Before departing on the flight from Headcorn Aerodrome, the pilot had obtained an update on the weather conditions at Lasham

Aerodrome from the resident tug pilot. The surface wind was forecast to be from 190° at up to 10 kt, with broken cloud at 2,500 ft and 20 km visibility.

The final approach was commenced at 500 ft and the pilot reported that the actual weather conditions were as forecast, although she commented that the windsock indicated little wind at the surface. During the latter part of the approach the pilot assessed that G-UILA would land short of the grass landing area and, with full flap selected, she raised the nose of the aircraft to extend the approach. The aircraft stalled at a height of about 15 ft, landed on the grass runway on its nose landing gear,

which collapsed, and the propeller struck the ground: the pilot could not recall whether she added power.

Neither the pilot nor her passenger were injured and they exited the aircraft normally after it had been shut down. There was no fire and no assistance was required from the Airfield Fire and Rescue Service. The pilot noted that there seemed to be more wind than had been indicated during the approach and that it was gusty. In a candid account, she concluded that the accident was the result of insufficient speed on final approach.

At the time of this report, heavy landing and engine shock-loading checks were due to be carried out.

Lasham Aerodrome is operated by the Lasham Gliding Society. The society's Airfield Manual includes a section on *VISITING LASHAM BY AIR*. It states:

'Runway 05/23 is the Medium Runway and runs north-east/south-west. It stands out well from the air but the surface is rough and is not used for take-off or landing. Visiting light aircraft will land in the grass centre triangle formed by the crossing of the hard runways If landing on the south-westerly run or taking off to the north-east, turbulence can be expected due to the line of trees that you cross on landing /take-off.'

Visiting glider pilots should note that there is a great risk from undershooting in both directions and should therefore aim to land well up the airfield in this wind direction. If this runway is in use, the wind is likely to be strong and so there will be a wind gradient and turbulence.'