

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Diamond HK 36 TC, G-OSFA	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-A3 piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	15 November 2005 at 1340 hrs	
<b>Location:</b>	Enstone Airfield, Oxfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1	Passengers - N/A
<b>Nature of Damage:</b>	Nose landing gear failed and fibreglass cracked	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	631 hours (of which 10 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Following a local flight the aircraft rejoined the circuit from the west at about 800 ft agl. The pilot noticed some strong turbulence on the base leg and after turning onto the final approach was aware that the crosswind was stronger than forecast. The turbulence that was encountered on the base leg continued during the final approach. During the late stage of the final approach the aircraft encountered a particularly rough area of turbulence with an associated downdraft. The pilot

decided to apply full power and execute a 'go-around', but the rapid descent continued and the aircraft struck the runway, breaking off the nose landing gear.

In the past the pilot had carried out some mountain flying in Scotland, Wales and Italy and he likened the turbulence that he encountered to the curl-over effect that he experienced during his mountain flying.