

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Dynamic WT9 UK, G-DYNM	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	26 February 2011 at 1250 hrs	
<b>Location:</b>	Chiltern Park Aerodrome, Oxfordshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nosewheel, nose leg and engine cowling	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	60 years	
<b>Commander's Flying Experience:</b>	9,000 hours (of which 20 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During the landing roll, the aircraft nose pitched up and back down twice, resulting in the propeller striking the ground and the nosewheel detaching.

**History of the flight**

Following an uneventful training flight, the pilot landed the aircraft on the grass strip at Chiltern Park Aerodrome. The pilot reported that about 100 m along the landing roll and as he applied the brakes, the aircraft rapidly pitched nose-up then down again, twice in succession. The final time the aircraft came to rest on the engine cowl, following collapse of the nose gear. The pilot estimated his speed at the start of the first pitch-up event to be 15 kt.

**Ground marks**

Ground marks left by the aircraft consisted of a short depression, 1 m long and the width of the nosewheel (Figure 1), followed 21 m later by two propeller strike marks and then a further depression that became a deep gouge (Figure 2), next to where the nosewheel was found detached. The pilot stated that the field had a reputation for good drainage and there had been no rain in the preceding days.

**Discussion**

After consultation with other pilots and the aircraft owner, the pilot considered that the most likely cause of the initial depression was the nosewheel sinking into soft ground, with the aircraft then pitching up as the wheel contacted firmer ground again. He considers

that this may have damaged the nose gear causing the nosewheel to detach, though he could not rule out pre-existing damage to the nose gear.



**Figure 1**  
Initial depression



**Figure 2**  
Ground marks