

ACCIDENT

Aircraft Type and Registration:	Pulsar, G-LWNG	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1992 (Serial no: PFA 202-11866)	
Date & Time (UTC):	8 March 2012 at 1330 hrs	
Location:	Grove Farm Airstrip, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nosewheel strut and engine support mount	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	72 years	
Commander's Flying Experience:	1,271 hours (of which 11 were on type) Last 90 days - 4 hours Last 28 days - 0.7 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Summary

Whilst landing at an unfamiliar airstrip, the pilot slightly undershot the runway threshold, resulting in damage to the nosewheel strut and engine support mount.

History of the flight

The aircraft had departed Wellesbourne Airfield in good weather conditions, with a light, north-easterly wind at 5-7 kt. After letting down into a right-hand circuit for Runway 29 at Grove Farm, the pilot decided to overfly the runway in order to assess the condition of the surface, as he had never landed there before.

On the next approach the pilot stated that, in order to land at the start of the 350 m runway, he cut the power a little early, which resulted in the aircraft touching down in the

field before the runway. The surface was level, with a short crop and with no discernible boundary between the field and the runway. However, as the aircraft rolled onto the runway the pilot felt a sharp jolt. He continued to taxi the aircraft to the hangars where, after shutting down, he discovered that the nose landing gear strut was bent and the lower engine cowling was distorted in the region of the attachments of the lateral engine supports.

The pilot subsequently inspected the area in which he had touched down and discovered that a ridge of soft soil approximately 150 mm high ran across half the runway width at the 29 threshold. The remaining half of the threshold was level with the field. The pilot had not seen the ridge prior to his touchdown in the undershoot area.