

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80, G-CFLD	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2008 (Serial no: 0807-6982)	
Date & Time (UTC):	5 September 2012 at 1240 hrs	
Location:	Glenrothes Fife Airport, Fife	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to nose landing gear, propeller, engine cowling and left wheel spat	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	198 hours (of which 103 were on type) Last 90 days - 21 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft touched down in a crosswind at the side of the runway and bounced. It began a 'porpoising' motion and the pilot, in an attempt to recover, lost control of the aircraft. It touched down again in soft ground to the side of the runway and the nose landing gear collapsed.

History of the flight

The pilot was making his first visit to Fife Airport. Runway 25 was in use, which is a hard surface runway, 700 m long by 18 m wide. The weather was fine, with good visibility and broken cloud. The surface wind was from the north-west at an estimated 12 kt for the approach, but variable in direction and speed up to 20 kt.

The pilot flew a normal circuit pattern, appropriately modified to meet local requirements. The aircraft became high on final approach so the pilot initiated a sideslip, a manoeuvre with which he was familiar. When the aircraft reached the point of flare, it had drifted to the left (downwind) side of the runway. The aircraft bounced and started a 'porpoising' motion and the pilot responded by adding power in an attempt to regain positive control and to make a second landing further along the runway. This was unsuccessful; the aircraft adopted a nose-high attitude and veered further left, landing again on soft ground adjacent to the runway. The nose landing gear collapsed and the aircraft came to rest on the grass in a nose-down attitude.

The pilot made the aircraft safe and assisted his passenger to vacate the aircraft. They were both wearing full harnesses and were uninjured. The aerodrome fire service responded to the accident, and was joined by the civil emergency services a short time later.

incorrect or inadequate response and inputs. In view of the crosswind, he realised that it had been inadvisable to continue the approach once the aircraft had drifted to the downwind side of the runway.

The pilot observed that the bounced landing had escalated to a worse situation through a combination of