

ACCIDENT

Aircraft Type and Registration:	Cirrus SR22, N192SR	
No & Type of Engines:	1 Teledyne Continental Motors IO-550N piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	28 July 2009 at 1945 hrs	
Location:	Goodwood Aerodrome, Chichester, West Sussex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to the propeller blade tips and nose landing gear	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	804 hours (of which 28 were on type) Last 90 days - 9 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After a smooth touchdown in good weather conditions, the pilot applied a forward input on the side stick controller, commensurate with the landing technique he employed on another type of aircraft which he had recently flown. Following the landing the aircraft adopted a lower nose down attitude than usual. Subsequently, the pilot discovered damage to the propeller and the nose landing gear.

History of the flight

The aircraft was returning to Goodwood Aerodrome after an uneventful local flight around the Isle of Wight. The weather was good, with a calm surface wind, CAVOK and an OAT of 18°C. The aircraft joined overhead the aerodrome and entered the downwind leg

of the right hand circuit for grass Runway 24, which is 855 metres in length and 44 metres wide.

Having established the aircraft on the final approach with landing flap selected and an approach speed of 80 kt IAS, the pilot flared the aircraft at the normal height and it touched down smoothly with the throttle closed. He then applied forward side stick controller which lowered the nose landing gear onto the runway. (The Cirrus has a side stick controller linked to the elevator and ailerons instead of a conventional control column.) The aircraft adopted an untidy and lower than usual nose-down attitude but the pilot heard no unusual noises or change in the engine rpm. He then taxied the aircraft to the parking area and shut it down. As

he was inserting the nosewheel chocks, he noticed that there was damage to the tips of the propeller. Further inspection of the aircraft revealed damage to the nose landing gear oleo.

Prior to flying the Cirrus, the pilot's last four flights had been in a Piper Aztec. His landing technique on

that aircraft involved moving the control column fully forward on touchdown in order to enable the nosewheel steering. The pilot considered that his application of excessive forward side stick controller during this landing, rather than allowing the nose to lower on to the runway, had led to the damage.