

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aero AT3 R100, G-SBRK	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S2 piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	15 August 2009 at 1000 hrs	
<b>Location:</b>	Halton Airfield, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nosewheel, left wing and propeller	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	57 hours (of which 24 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was flying from Sywell, Northhamptonshire, to Bembridge, Isle of Wight, in company with two other AT3 aircraft. At the time the pilots planned the flight, the weather was suitable; however, as the aircraft passed to the south of Aylesbury and over the Chiltern Hills, they encountered rain and low cloud. A decision was made to divert, initially to Wycombe Air Park but, as the conditions worsened, this was changed to Halton. The aircraft became separated from each other due to the poor visibility but the pilot of G-SBRK could see the other AT3 aircraft on final approach into Halton. He joined the circuit and made a normal approach to land

on Runway 20. However, the aircraft touched down on the nose landing gear, which collapsed, causing damage to the propeller and the left wing, coming to rest on the runway. Both occupants were able to exit the aircraft normally.

The pilot subsequently considered that he had allowed the airspeed to drop too low on final approach, and that he should have carried out a go-around. He also considered that he may have been distracted on the approach by the other aircraft, which were in the process of vacating the runway, rather than monitoring his airspeed.