

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aero AT-3 R100, G-SACW	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S2 piston engine	
<b>Year of Manufacture:</b>	2010 (Serial no: At3-058)	
<b>Date &amp; Time (UTC):</b>	24 July 2013 at 1055 hrs	
<b>Location:</b>	Sherburn in Elmet Airfield, North Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller destroyed, nose leg sheared off and cockpit floor ruptured	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	63 years	
<b>Commander's Flying Experience:</b>	125 hours (of which 47 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft bounced on landing following a normal approach in fine conditions. When it touched down again the nose leg collapsed and the propeller struck the ground. The aircraft came to rest on the runway.

**History of the flight**

The pilot returned to the airfield after a local flight and carried out a normal approach to Runway 24. The weather conditions were good, with a surface wind from about 240° at 5 kt. The pilot flared the aircraft for landing and was expecting a smooth touchdown. However, it landed heavily and bounced, which took the pilot by surprise. The second contact with the

runway was also heavy and not in a controlled attitude, causing the nose leg to shear off. The propeller shattered as the nose pitched down. The aircraft came to a stop about halfway along the 793 m grass runway.

The pilot thought that the heavy landing had resulted from him flaring the aircraft slightly too early. He considered that his correct course of action at that stage would have been to apply power and go around.

**Previous occurrences**

Since November 2007, the AAIB has reported on 12 accidents involving the Aero AT-3 R100 (including

this report). Of these, five<sup>1</sup> involved heavy or bounced landings which caused damage to the nose leg. In four of the cases the nose leg was sheared off. In each of these accidents, the approaches seemed normal to the pilots, with difficulties being encountered at or about the point of flare.

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**Footnote**

<sup>1</sup> G-SACX, 30 April 2009; G-SBRK, 15 August 2009; G-SYEL, 24 September 2009; G-SACY, 5 September 2012; G-SACW, 24 July 2013.