

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Ikarus C42 FB80 microlight, G-SGEN	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2004	
<b>Date &amp; Time (UTC):</b>	27 April 2006 at 1550 hrs	
<b>Location:</b>	Private Airstrip, West Tisted, near Alton, Hampshire	
<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>	Nosewheel and propeller damaged	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	135 hours (of which 77 were on type) Last 90 days - 12 hours Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst making an approach to land with a gusting tail wind component, the aircraft stalled during the flare, resulting in a heavy landing which damaged the nosewheel and propeller.

**History of the flight**

The pilot and his passenger, also a pilot, departed from Wickham, Hampshire, to fly to a private strip at West Tisted, approximately 13 miles to the north-east, in order to conduct practice forced landings. West Tisted has a 700 m grass strip which is oriented approximately 06/24. Having arrived there, the pilot proceeded to make several successful practice forced landings on 06, which was into wind. He then chose to perform a normal approach

and landing from the opposite direction, on 24, to gain further experience. He was aware that there would be a slight tailwind component, but considered his airspeed on the approach to be sufficient. As he flared at a height of about 8 to 10 ft, the aircraft stalled and came down on its nosewheel, which buckled on impact; the propeller was also damaged from contact with the ground. The aircraft then slid along the ground for about 30 m, before coming to a halt.

According to the aviation weather brief obtained by the pilot at 11:00 hrs, the forecast wind speed/direction was 030°/5 kt; the actual wind at the time of the accident was 030°/5 kt, gusting to 10 kt.

The pilot felt that he had been caught out by the tailwind, which he had not expected to be gusting, and that his airspeed in the latter part of the approach may not have been high enough for the given conditions.