

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80, G-SARM	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2005 (Serial no: 0504-6674)	
Date & Time (UTC):	22 July 2016 at 1930 hrs	
Location:	Redlands Airfield, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Moderate damage to engine cowling and propeller, nose landing gear detached	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	41 years	
Commander's Flying Experience:	126 hours (of which 16 were on type) Last 90 days - 7 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot reported that the aircraft was on base leg to land at Redlands Airfield when he realised there were cattle near the runway. He extended his base leg to land on a parallel but shorter runway. Whilst on finals he decided to touch down as near to the threshold as possible to make full use of the runway available. As he got nearer to the threshold his sink rate was higher than expected and the aircraft landed and bounced. The aircraft then hit the runway heavily on the nose landing gear which then detached. The pilot vacated the aircraft unaided but had sustained minor injuries in the accident.

History of the flight

The aircraft was returning to Redlands Airfield and joined downwind to use Runway 24 North. The pilot reported that, on turning to base leg, he noticed cattle close to the runway. He extended his base leg to use the parallel but shorter Runway 24 South and during finals he made the decision to land as near to the threshold as possible in order to make use of all the available runway. As the aircraft approached the threshold the pilot felt the aircraft sink more quickly than expected and prepared for a hard landing. He tried to 'hold off' by bringing the aircraft nose up but the aircraft touched down and bounced. The nose then dropped and hit the runway, overloading the nose landing gear which detached and the aircraft came to a stop. The pilot vacated the aircraft unaided but had sustained minor injuries in the accident.

Discussion

In the pilot's own analysis after the accident he considered the cause to be that he did not react to the increased sink rate in time. He also felt that the application of full throttle to go around, rather than attempting to correct the bounce, might have prevented the nose-hard landing.