

ACCIDENT

Aircraft Type and Registration:	Pioneer 300 Hawk, G-CFUE	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2009 (Serial no: LAA 330A-14867)	
Date & Time (UTC):	8 January 2017 at 1300 hrs	
Location:	Westonzoyland Airfield, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nosewheel detached, damage to propeller and aircraft structure	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	568 hours (of which 156 were on type) Last 90 days - 4 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and information from the Light Aircraft Association	

On returning to the airfield after a short local flight, the aircraft floated before settling onto the main landing gear. Upon lowering the nose, the pilot reported that there was a "bang and the aircraft felt unstable". The aircraft dropped onto its nose and the propeller broke when it struck the ground. The aircraft slid to a halt and the pilot, who was uninjured, exited normally.

Examination by the Light Aircraft Association (LAA) established that the nosewheel and fork assembly had separated due to overload. The nose landing gear overcentre mechanism was found to be locked and the firewall had been distorted rearwards by the forces imparted during the accident. The nature of the damage indicated that the nose gear had experienced heavy loads during the landing, possibly associated with 'wheelbarrowing'.

The LAA have undertaken a review of recent Pioneer 300 landing gear incidents and a precis of their findings is presented in a 'Safety Spot' article within their March 2017 'Light Aviation' publication.