

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aero AT-3 R100, G-SYEL	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S2 piston engine	
<b>Year of Manufacture:</b>	2006 (Serial no: AT3-019)	
<b>Date &amp; Time (UTC):</b>	27 June 2017 at 1100 hrs	
<b>Location:</b>	Sywell Aerodrome, Northamptonshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nosegear collapsed and two propeller tips damaged	
<b>Commander's Licence:</b>	Student	
<b>Commander's Age:</b>	46 years	
<b>Commander's Flying Experience:</b>	16 hours (of which 16 were on type) Last 90 days - 12 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The student pilot had been briefed to fly a first solo circuit. The weather was: wind 090°/6kt, visibility 10km, cloud overcast at 1,500 ft. Runway 05 was in use which was 602 m long and 30 m wide and had a grass surface. The aircraft departed normally and established on the downwind leg at 900 ft aal, where the pilot lowered the first stage of flap. Light rain had moved into the circuit which reduced the visibility but the circuit was completed and, when established on finals, full flap was lowered at about 65kt. The instructor, who was monitoring the circuit, and the pilot both thought the approach was normal but the touchdown, although smooth, was flat and, following several bounces, the nose landing gear collapsed and the aircraft came to a stop. The pilot switched off the fuel and electrics and vacated the aircraft.

The pilot thought that the approach was slightly fast and the touchdown may have resulted in a Pilot Induced Oscillation (PIO) leading to the nose landing gear collapsing. Also, the deterioration in the weather made the pilot reluctant to go around.