

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Sportstar Max, G-TMAX	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS2 piston engine	
<b>Year of Manufacture:</b>	2010 (Serial no: 2010 1305)	
<b>Date &amp; Time (UTC):</b>	29 August 2018 at 1140 hrs	
<b>Location:</b>	Wycombe Air Park, Buckinghamshire	
<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>	Damage to the firewall, nosewheel, cowling and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	225 hours (of which 26 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft landed, in crosswind conditions, on the nosewheel causing damage to the nosewheel, firewall, cowling and propeller. The pilot attributed the accident to lack of recency and reflected that he should have gone around when the aircraft did not land as expected.

## History of the flight

The pilot was returning from a local general handling flight to land on Runway 24 at Wycombe Air Park. The surface wind was varying between 330° and 340° at 10 kt giving a crosswind from the right and slight tailwind for Runway 24. Visibility was good with scattered cloud at 3,500 ft and temperature 21°C. The pilot described the approach and initial landing as unremarkable, but after the initial touchdown the aircraft did not appear to 'settle' as he expected. The pilot tried to force the aircraft to settle onto the runway, causing oscillations in pitch as the landing continued. Approximately two thirds along the runway the aircraft 'ballooned' then landed firmly on the nosewheel. The pilot was initially unaware of any damage and was able to taxi back to the normal parking position. Subsequent inspection found damage to the firewall, nosewheel, cowling and propeller.

## Analysis

After the accident the pilot believed that the additional groundspeed due to the lack of headwind caused the aircraft to not settle as he anticipated. He reflected that an early decision to go around would have avoided the accident.

The pilot had only flown for 36 minutes in the last 90 days and he thought that his lack of recency may have contributed to the accident.