

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Comco Ikarus C42 FB100 C, G-CLYP	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 UL 52-1 piston engine	
<b>Year of Manufacture:</b>	2020 (Serial no: 2012-7633)	
<b>Date &amp; Time (UTC):</b>	23 June 2021 at 1545 hrs	
<b>Location:</b>	Perranporth Airfield, Cornwall	
<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>	Collapsed nose leg and damaged propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	72 years	
<b>Commander's Flying Experience:</b>	507 hours (of which 15 were on type) Last 90 days - 14 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft touched down, bounced and landed hard causing the nose leg to collapse before the aircraft came to a stop. The pilot believes that lack of hydration may have affected his judgement during the landing. The BMAA has agreed to publish an article in their October edition of Microlight Flying to highlight the impact of seasonal weather changes on flying and using this accident as an example.

## History of the flight

Following a flight from Little Snoring Airfield and a 55 minute stop at Cotswold Airport to refuel his aircraft, the pilot took off for his home airfield at Perranporth at 1320 hrs. It was a bright sunny day with an 8 kt northerly wind reported at his destination. The journey was uneventful, although the pilot commented that sunlight through the aircraft's overhead transparency had made him uncomfortable throughout. His approach to Runway 01 was stable at 60 kt with a good glidepath. As the aircraft flared the pilot realised he was too high, but he decided to continue with the landing. The aircraft touched down, it bounced and landed hard causing the nose leg to collapse before the aircraft came to a stop. The pilot reported that he had suffered a severe headache that evening which he attributed to dehydration, or possibly mild heat stroke, which may have affected his judgement during the landing. He had not considered the effect of sunlight through the aircraft's overhead transparency before his journey and had not taken a hat or rehydrated since leaving Little Snoring at 1020 hrs.

## Discussion

The safety section of the July 2021 edition of *Microlight Flying*<sup>1</sup> briefly warns of the effects of summer climatic conditions and dehydration. The BMAA has agreed to publish an article in their October edition to highlight the impact of seasonal weather changes on flying and using this accident as an example.

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## Footnote

<sup>1</sup> Mott, R. (2021), *Safety; Wing Tipz; Sun protection and hydration*, BMAA, page 20.