

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Flight Design CTSW, G-OMSA	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2009	
<b>Date &amp; Time (UTC):</b>	1 June 2011 at 1028 hrs	
<b>Location:</b>	Peterborough (Sibson) Airfield, Cambridgeshire	
<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>	Substantial	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	188 hours (of which 136 were on type) Last 90 days - 26 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Whilst landing at Sibson, the aircraft bounced and on the second touchdown the nose landing gear collapsed. The aircraft came to rest inverted and the pilot, who was uninjured, was able to vacate the aircraft unaided. The pilot was possibly distracted by the upslope to the displaced threshold and his proximity to the preceding aircraft.

## History of the flight

G-OMSA was being flown in loose formation with another, similar aircraft. On joining the circuit at Sibson the two pilots agreed on the radio that the other aircraft would approach first to perform a touch-and-go. G-OMSA followed the other aircraft around the circuit as agreed.

A flying instructor, who was taxiing an aircraft with a student on board to the holding point of Runway 24, heard the radio conversation between the two pilots. On reaching the holding point he saw the two aircraft during their final approach and landing. He observed the first aircraft perform a touch-and-go and saw G-OMSA on short final descend to just above the surface of the starter extension to the runway. It then flew up the slope, at a constant height and touched down in a flat attitude just before the runway displaced threshold. It bounced, touched down again in a flat attitude and the nose gear then collapsed. As the aircraft slowed, it tipped over, coming to rest inverted. The pilot was uninjured and vacated the aircraft unaided. The instructor shut his aircraft down and went to assist the accident pilot. He

reported that he thought that G-OMSA was too close to the first aircraft and was expecting to see it go-around.

#### **Pilot's comments**

The pilot reported that he had not flown to Sibson before and although he had self-briefed using a flight guide, he was unaware of the upslope to the displaced threshold of Runway 24.

He candidly commented that he had possibly been distracted by the upslope and his proximity to the preceding aircraft. He suggested the nosewheel may have caught in a divot which may have led to the nose gear to collapse. He intends to visit the airfield again with an instructor to practise the approach and will be researching new destinations more thoroughly in the future.