

SERIOUS INCIDENT

Aircraft Type and Registration:	Dynamic WT9 UK, G-DYNM	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	26 February 2011 at 1250 hrs	
Location:	Chiltern Park Aerodrome, Oxfordshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nosewheel, nose leg and engine cowling	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	9,000 hours (of which 20 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the landing roll, the aircraft nose pitched up and back down twice, resulting in the propeller striking the ground and the nosewheel detaching.

History of the flight

Following an uneventful training flight, the pilot landed the aircraft on the grass strip at Chiltern Park Aerodrome. The pilot reported that about 100 m along the landing roll and as he applied the brakes, the aircraft rapidly pitched nose-up then down again, twice in succession. The final time the aircraft came to rest on the engine cowl, following collapse of the nose gear. The pilot estimated his speed at the start of the first pitch-up event to be 15 kt.

Ground marks

Ground marks left by the aircraft consisted of a short depression, 1 m long and the width of the nosewheel (Figure 1), followed 21 m later by two propeller strike marks and then a further depression that became a deep gouge (Figure 2), next to where the nosewheel was found detached. The pilot stated that the field had a reputation for good drainage and there had been no rain in the preceding days.

Discussion

After consultation with other pilots and the aircraft owner, the pilot considered that the most likely cause of the initial depression was the nosewheel sinking into soft ground, with the aircraft then pitching up as the wheel contacted firmer ground again. He considers

that this may have damaged the nose gear causing the nosewheel to detach, though he could not rule out pre-existing damage to the nose gear.



Figure 1
Initial depression



Figure 2
Ground marks