

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Dynamic WT9 UK, G-JFDI	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no: DY192)	
<b>Date &amp; Time (UTC):</b>	8 June 2014 at 1230 hrs	
<b>Location:</b>	Haddenham, Thame, Oxfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nose gear and propeller	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	64 years	
<b>Commander's Flying Experience:</b>	213 hours (of which 213 were on type) Last 90 days - 3 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

On the downwind leg at Haddenham the pilot was distracted by a person in the vicinity of the runway. The aircraft became low on the approach and touched some corn crop short of the runway threshold, causing the nosewheel to detach. The pilot applied power, went around, and subsequently landed at Oakley without injury.

## History of the flight

Whilst on the downwind leg to land at Haddenham, the pilot noticed a person walking along the middle of the grass runway. He made a blind call to Haddenham Traffic to request his removal, and extended his downwind leg. As the aircraft turned onto final the person had moved and was now standing to the right of the runway, near the threshold.

The pilot reported that his approach was a little low due to the long final leg, but considered that he would land only about 10 m short of the threshold. He was mindful that the person was still standing next to the threshold and recalled the noise of the landing gear touching some corn, followed by a loud "thump". He applied power and went around, and a radio call informed him that the nosewheel had detached. He elected to return to his departure airfield of Oakley where the runway was concrete and there was less risk of the nose leg digging in. He landed at Oakley, where the wind was down the runway, holding the nose leg off the runway for as long as possible during the landing.

**Pilot's comments**

The pilot assessed the cause of the accident as being distracted by the person on the runway, which led him to him landing short after an extended downwind leg. In retrospect he felt he should have aborted the landing at Haddenham and gone around.

Although the aircraft was equipped with a ballistic recovery system, the pilot elected not to use it as he believed there was a high probability of completing a successful landing.