

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80, G-DCDO	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2010 (Serial no: 1008-7115)	
Date & Time (UTC):	2 July 2014 at 1520 hrs	
Location:	Dunkeswell Airfield, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Burst front tyre and damage to nosewheel fork and nose gear mountings	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	154 hours (of which 38 were on type) Last 90 days - 20 hours Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was on final approach when the pilot realised that the runway had a considerably displaced threshold. He applied power to adopt a shallower glidepath in order to land in the correct area but misjudged the subsequent touchdown, which was heavy and caused the aircraft to bounce. After a go-around and further landing, the pilot found that the nosewheel tyre had deflated and the landing gear leg had been damaged.

History of the flight

The pilot was returning to Old Sarum after a flight to Land's End. He decided to land at Dunkeswell to refuel and commenced an approach to Runway 17. During base leg and turning finals, he had been looking at the start of the tarmac surface but, on final approach, he realised that the actual runway threshold was considerably displaced (roughly the first half of the runway was disused, Figure 1). As he still had some distance to travel to the correct threshold before touchdown, he applied power to arrest the rate of descent. This had the effect of making the glidepath much shallower and the pilot believes it led him to flare too high. The aircraft stalled and he tried to recover by pushing forward on the control column to lower the nose but the aircraft struck the ground heavily and bounced back into the air. The pilot "caught the bounce" by applying power and went round for a second approach and successful landing. He suspects that the nosewheel tyre may have deflated during his first attempt and that further damage may have been caused by the second landing.

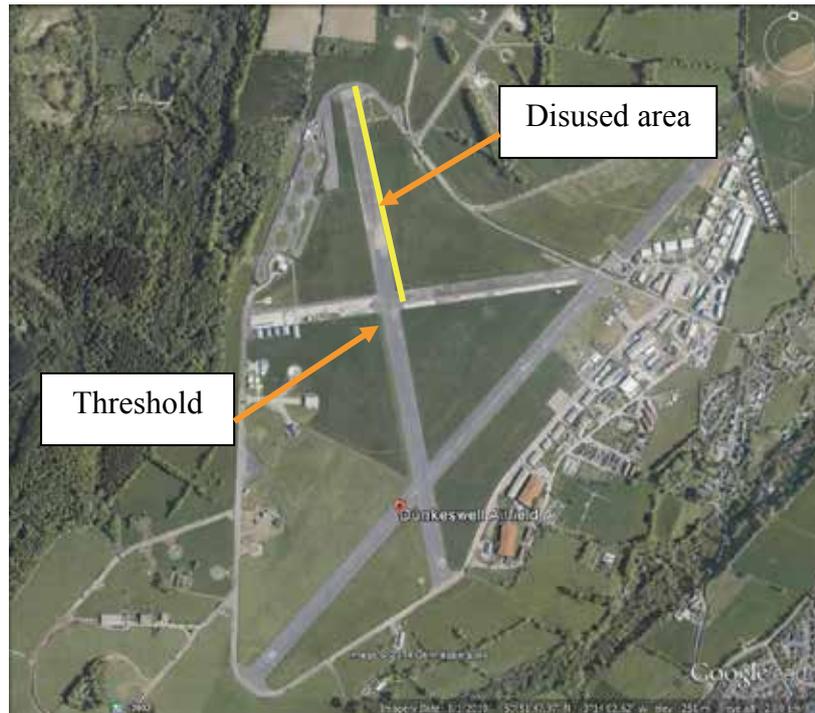


Figure 1

Dunkeswell Airfield showing displaced threshold of Runway 17

The pilot was aware of time pressures and the need to refuel and return to Old Sarum and he believes this led him to execute a hurried approach and landing. He regrets that he had instinctively lowered the nose in response to the imminence of a stall rather than apply power to go around as soon as he recognised the high flare. He was particularly disappointed with his performance as he had had the opportunity to note the displaced threshold on Runway 17 when he stopped at Dunkeswell on the way to Land's End.