



Aviation Investigation Final Report

Location:	Midland, Virginia	Accident Number:	ERA24LA084
Date & Time:	December 31, 2023, 14:13 Local	Registration:	N37GA
Aircraft:	GOLDEN AVIO S R L F30 Brio	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he aborted a bounced, 3-point landing at a nearby airport and then decided to return to his home airport. During the subsequent landing attempt at his home airport, the nose landing gear collapsed, resulting in substantial damage to the fuselage. An examination of the airplane revealed that the nose wheel and nose wheel attach bracket had broken free from the rest of the nose landing gear, and these items were recovered from the aborted landing airport. Following the accident, the pilot reported that he believed that a no-flap landing may prevented the bounced landing. In an interview with the pilot after the accident flight, the pilot also reported that he performed a preflight inspection of the nose landing gear and that he found no mechanical failures or anomalies, and that the nose gear operated normally during taxi and takeoff for the accident flight. Based on this information, it is likely that the pilot's improper recovery from the bounced landing resulted in damage that ultimately led to the failure of the nose landing gear during the subsequent landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper recovery from a bounced landing, which resulted in damage to, and the separation of the nose wheel and fork bracket assembly, and subsequent collapse of the nose landing gear assembly.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Aircraft	Nose/tail landing gear - Capability exceeded

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing	Part(s) separation from AC
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	52,Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 2, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 9, 2023
Flight Time:	212 hours (Total, all aircraft), 71 hours (Total, this make and model), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GOLDEN AVIO S R L	Registration:	N37GA
Model/Series:	F30 Brio	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	004CE
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 14, 2023 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	10.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	207.8 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HWY,338 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	10°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tappahannock, VA (XSA)	Type of Flight Plan Filed:	None
Destination:	Midland, VA	Type of Clearance:	None
Departure Time:	13:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	WARRENTON/FAUQUIER HWY	Runway Surface Type:	Asphalt
Airport Elevation:	336 ft msl	Runway Surface Condition:	Unknown
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.586285,-77.710631(est)

Administrative Information

Investigator In Charge (IIC): Gibson, Kurt

Additional Participating Persons: David Reese; FAA/FSDO; Washington, DC

Original Publish Date: March 21, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=193603>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).