

## ACCIDENT

<b>Aircraft Type and Registration:</b>	EV-97 Teameurostar UK, G-CEND	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	2 August 2011 at 1630 hrs	
<b>Location:</b>	Northampton (Sywell) Aerodrome, Northamptonshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damaged firewall	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	878 hours (of which 21 were on type) Last 90 days - 27 hours Last 28 days - 11 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

The aircraft bounced on landing during the student's first solo flight. He attempted to control the bounce, but believes he applied incorrect inputs resulting in two further bounces. The aircraft suffered damage to the engine firewall.

### History of the flight

The student, a qualified flex wing pilot, was undertaking a conversion course to fly fixed wing aircraft and had undergone 21 hours of training for this purpose. On the day of the accident he had flown three circuits with his instructor to a sufficiently high standard for the instructor to send him on his first solo flight. The weather was "good" with light winds along the runway and after briefing the exercise, the student took off to fly a solo circuit.

The student reported that the flight had gone well until, on landing, the aircraft landed firmly on the main wheels and bounced. He maintained idle power and attempted to control the bounce with the flying controls, but the aircraft bounced twice more, each time landing first on the nosewheel. The aircraft finally settled on the runway and the student brought it to a halt, switching off the engine. He was uninjured and initially there appeared to be no damage to the aircraft, although a subsequent inspection identified damage to the engine firewall.

The student pilot remembered little of the events after the initial bounce but believed he either over-controlled the aircraft or applied controls in the wrong sense, reverting to what would have been natural inputs to make in the

same situation on a flex-wing aircraft. He reported that he had practised bounced landing procedures whilst training with his instructor and considered he should have applied power on bouncing the first time.