

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jabiru UL-450, G-CCMC	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft PTY 2200A piston engine	
<b>Year of Manufacture:</b>	2003 (Serial no: PFA 274A-13775)	
<b>Date &amp; Time (UTC):</b>	9 August 2012 at 1130 hrs	
<b>Location:</b>	Bembridge Airfield, Isle of Wight	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to front wheel spat, propeller tips and fuselage/ firewall at nose leg mounting point	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	148 hours (of which 18 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst landing at Bembridge, the aircraft's nosewheel struck the ground and the aircraft bounced twice before climbing away and then performing a normal landing. Damage was subsequently found to the propeller tips and nose landing gear.

**History of the flight**

The pilot had flown from Westonzoyland airfield together with a friend in another aircraft. Arriving at Bembridge, he joined the circuit "left downwind" for Runway 12 and was number two behind his friend. The windsock indicated a windspeed of 5-6 kt from about 150° and the weather conditions were good: he saw his friend land and taxi to the parking area as he continued his approach, which was normal.

However, as he crossed the threshold and started to flare, the pilot felt the aircraft drift to the left of the centreline and, while he corrected this, the nose dropped, the nosewheel hit the ground and the aircraft bounced. It bounced a second time before he could apply full power and climb away on a go-around. He completed another circuit, followed by a normal landing and taxied to the parking area. Here he inspected the aircraft and found that the propeller tips had been damaged and the front spat was broken. A later inspection revealed that there was also damage to the firewall/fuselage in the area of the nose leg attachments.

The pilot concluded that the left drift, as he was starting to flare the aircraft, had been caused by a sudden

freshening of the wind but that, in correcting this, he had flared later than usual causing premature ground contact of the nosewheel.