

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Ercoupe 415D, G-ERCO	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C85-12F piston engine	
<b>Year of Manufacture:</b>	1946 (Serial no: 3210)	
<b>Date &amp; Time (UTC):</b>	14 May 2014 at 1245 hrs	
<b>Location:</b>	Pent Farm airstrip, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nosewheel, propeller, underside of fuselage and engine shock-loaded	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	81 years	
<b>Commander's Flying Experience:</b>	353 hours (of which 185 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The owner-pilot was positioning the aircraft from its customary home airfield at Manston, Kent, to new hangarage at Pent Farm. Although his pilot's licence and medical were in-date, his certificate of experience was not, so he was accompanied by a Qualified Flying Instructor.

The pilot reported that he had positioned the aircraft downwind for a left-hand approach to Runway 07 (a grass strip of 840 metres) and, in his opinion, turned a little too early onto base leg and then had difficulty seeing the strip. As a result he passed through the runway centreline as he turned finals; he regained the centreline and the approach seemed normal, if, in retrospect, "it was a little too fast". He believes he then flared for touchdown somewhat late and the aircraft bounced as it hit a bump and then bounced again as it hit another. On the third bounce the nose landing gear collapsed.

The pilot believes that his lack of recency had probably led to a number of misjudgements during the approach to a field with which he was not familiar. Having bounced once, he believes he should have handed control to his instructor.