

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	EV-97 TeamEurostar UK Eurostar, G-CEHL
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine
<b>Year of Manufacture:</b>	2006 (Serial no: 2928)
<b>Date &amp; Time (UTC):</b>	22 September 2013 at 1603 hrs
<b>Location:</b>	Gloucestershire Airport, Gloucestershire
<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>	Propeller, nosewheel, firewall damaged
<b>Commander's Licence:</b>	Student pilot
<b>Commander's Age:</b>	59 years
<b>Commander's Flying Experience:</b>	61 hours (of which 39 were on type) Last 90 days - 7 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The student pilot was returning from a qualifying cross-country flight. The weather was good, Runway 27 was in use, and the surface wind was south-westerly at 5kt or less. The chief flying instructor, who witnessed the accident, stated that the aircraft's approach appeared normal until the "round-out phase" (flare). The aircraft's attitude then remained slightly nose-down, instead of pitching up into the touchdown attitude, as it neared the runway. Touchdown occurred on the nose landing gear and, following three bounces of increasing magnitude, the nose landing gear collapsed and the aircraft came to a halt. The pilot, unhurt, vacated the aircraft without difficulty. His report stated that he had misjudged his proximity to the ground, and that surprise and some confusion prevented him regaining control of the situation and going around.