

ACCIDENT

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| Aircraft Type and Registration: | Lancair 320, G-FOPP | |
| No & Type of Engines: | 1 Lycoming IO-320-B1A piston engine | |
| Year of Manufacture: | 1999 (Serial no: PFA 191-12319) | |
| Date & Time (UTC): | 16 May 2013 at 1520 hrs | |
| Location: | Henstridge Airfield, Somerset | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to propeller and nose landing gear | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 56 years | |
| Commander's Flying Experience: | 1,041 hours (of which 9 were on type) Last 90 days - 18 hours Last 28 days - 11 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot had completed eight hours of dual instruction on the Lancair and was on his first solo flight in the aircraft. After completing about 55 minutes of high and low speed handling exercises, he returned to Henstridge. Runway 25 was in use, with a left-hand circuit. The pilot reported that the wind was from the south at an estimated 8 kt and the visibility was "perfect".

Having joined overhead and descended dead side, he joined the circuit downwind and approached at 90 kt,

with full flap. On touchdown the aircraft bounced and, in trying to retrieve the situation, he overcorrected and the aircraft then landed heavily on its nosewheel. After taxiing back to the hangar and shutting down he discovered that the propeller tips were badly damaged and the nosewheel fork was distorted.