

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	EV-97 TeamEurostar UK, G-CEAM	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	29 June 2010 at 1255 hrs	
<b>Location:</b>	Sywell Airport, Northamptonshire	
<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 nose leg, bulkhead and propeller tips	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	194 hours (of which 63 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Following a local flight the aircraft made an approach to the grass Runway 23 at Sywell. The wind was reported as 10 kt from 270°. The pilot selected two stages of flap and trimmed for 65 mph, a slightly higher speed than normal in order to allow for the crosswind. Once over the threshold he closed the throttle and corrected the drift angle using the rudder. Touchdown was smooth and on the mainwheels. However, the aircraft bounced into the air again and subsequently landed on its nosewheel, causing damage to the propeller, the landing gear leg and the bulkhead to which it was attached.

The pilot stated that, on reflection, the touchdown speed had been too high. He also noted that, following the initial bounce, he should either have held the nose up so that the subsequent landing was on the mainwheels, or applied power and gone around.

Since the occurrence the pilot has undertaken additional instruction prior to flying solo again.