
ACCIDENT

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| Aircraft Type and Registration: | Aquila AT01, G-GAEB | |
| No & Type of Engines: | 1 Rotax 912-S3 piston engine | |
| Year of Manufacture: | 2010 | |
| Date & Time (UTC): | 22 July 2011 at 1750 hrs | |
| Location: | Blackpool Airport, Lancashire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to nose gear | |
| Commander's Licence: | Commercial Pilot's Licence | |
| Commander's Age: | 50 years | |
| Commander's Flying Experience: | 238 hours (of which 6 were on type) Last 90 days - 15 hours Last 28 days - 8 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft bounced twice during landing, damaging the nose gear. The pilot reported that she had omitted to set the propeller pitch to FINE and to select carburettor heat to OFF on finals, which led to a poor recovery from the first bounce. She had undertaken training on a Diamond

Twinstar the previous month (for which these two actions are not required) and had low hours on the Aquila, both of which she believed were contributory factors to the accident.