

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Tecnam P2008-JC, G-OLIC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S2 piston engine	
<b>Year of Manufacture:</b>	2016 (Serial no: 1059)	
<b>Date &amp; Time (UTC):</b>	9 July 2017 at 1130 hrs	
<b>Location:</b>	Lydd Airport, Kent	
<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>	Nose leg collapsed, propeller destroyed, engine shock-loaded and damage to firewall and underside panels	
<b>Commander's Licence:</b>	Student	
<b>Commander's Age:</b>	40 years	
<b>Commander's Flying Experience:</b>	56 hours (of which 6 were on type) Last 90 days - 10 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**History of the flight**

The student pilot was undertaking a solo cross-country flight to Lydd Airport where, accompanied by his instructor, he had landed a few days previously. Runway 21 was in use and the reported wind was from 110° at 8 kts so there was a crosswind from the left and a slight tailwind. The pilot believed he approached at the correct airspeed but, when he flared, the aircraft ballooned and then sank. Although he tried to reduce the descent rate by adding power, the aircraft bounced and when it contacted the runway a second time, the nose leg collapsed rearwards, the propeller blade tips shattered and the engine stopped before the aircraft came to a halt on the runway (Figures 1 and 2).

The pilot later stated that it was a hot day (24°C) and that convective lift over the runway may have been a factor when the aircraft ballooned. In retrospect he assessed that he should have initiated a go-around, rather than adding power to try to reduce the high descent rate that preceded the first touchdown. His instructor reported that the pilot had demonstrated two "good" landings during a training flight from Stapleford Airport before departing on the cross-country flight.



**Figure 1**

**G-OLIC pictured before the accident**



**Figure 2**

**G-OLIC pictured after the accident**