

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Scintex CP1310-C3 Super Emeraude, G-BJCF	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-200-A piston engine	
<b>Year of Manufacture:</b>	1965	
<b>Date &amp; Time (UTC):</b>	25 August 2010 at 1140 hrs	
<b>Location:</b>	Little Snoring Aerodrome, Norfolk	
<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>	Left landing gear leg bent, propeller tip broken off, pitot head bent	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	113 hours (of which 7 were on type) Last 90 days - 9 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had just completed his tailwheel differences training on the aircraft, having flown nine dual and three solo flights already that day. He had previously conducted 16 dual takeoffs and landings on the aircraft. He took off and flew one circuit to a full stop landing before he backtracked and took off for a short flight to the north of the airfield. On rejoining the circuit, he made an uneventful approach and touchdown but on the landing rollout, the aircraft drifted left. The pilot

applied right rudder and the aircraft veered sharply to the right. He then applied left rudder and the aircraft veered sharply to the left and departed the grass runway. The aircraft's left undercarriage collided with the raised edge of a concrete track to the side of the runway, and collapsed under the aircraft. The pilot considered that he may have overcorrected with his rudder inputs and lost directional control during the rollout.