

Bulldog Series 120 Model 121, G-GRR

AAIB Bulletin No: 12/2002	Ref: EW/G2002/09/11	Category: 1.3
Aircraft Type and Registration:	Bulldog Series 120 Model 121, G-GRR	
No & Type of Engines:	1 Lycoming IO-360-A1B6 piston engine	
Year of Manufacture:	1974	
Date & Time (UTC):	14 September 2002 at 1015 hrs	
Location:	Binstead Airstrip, Isle of Wight	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right wing and propeller	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	127 hours (of which 42 were on type)	
	Last 90 days - 8 hours	
	Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot intended to land at Binstead airstrip which has a grass Runway 36/18 400 metres in length. With an estimated surface wind of 045°/5-10 kt the pilot elected to land on Runway 36 and crossed the threshold at 60 kt. After landing he was unable to achieve any braking or maintain directional control, the right wing struck a small tree and the aircraft ran off the end of the runway into a field of stubble.

The pilot described the landing surface as having a slight down gradient in the first third of the runway followed by a slight rise in the second third and a pronounced down gradient in the final third. The surface of the final third of the runway was short wet grass with compacted clay soil beneath.

The pilot was aware of the guidance provided by the CAA in their General Aviation Sense Leaflet 7B (Aeroplane Performance) where it states that landing on wet grass can result in an increased

ground roll. Short wet grass with a firm subsoil will be slippery and can give a 60% increase in landing distance. He was also aware of the consequences of landing on a downward sloping runway. In retrospect he believes that a landing on Runway 18 would have been the safer option.