

Morane Saulnier Rallye 100ST, G-BECA

AAIB Bulletin No: 9/97 Ref: EW/G97/04/15 Category: 1.3

Aircraft Type and Registration:	Morane Saulnier Rallye 100ST, G-BECA
No & Type of Engines:	1 Continental O-200-A piston engine
Year of Manufacture:	1976
Date & Time (UTC):	15 April 1997 at 1730 hrs
Location:	Croft Farm, Defford, Worcester
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Propeller destroyed; damage to gear legs
Commander's Licence:	Private Pilot's Licence
Commander's Age:	50 years
Commander's Flying Experience:	354 hours (of which 26 were on type) Last 90 days - 5 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

At the end of a day which involved just over 5 hours flying, the pilot was making an approach to Runway 27 at Croft Farm. The weather was good and the surface wind was light and variable. The airstrip is 570 metres long, with good clear approaches and has a grass surface which was short and dry at the time of the accident.

The pilot commented that he had some difficulty locating the airstrip but, having found it, made a satisfactory approach and landing. However, as he came to the end of the runway, he realised that he was not going to stop and initially tried to turn to the left; the aircraft carried straight on and, as it approached a fence at the end of the strip, the pilot applied power to try and get over the fence. Although the nose wheel cleared the top wire of the fence, the propeller and the main gear fairings struck the fence and the aircraft was brought to earth and came to rest within a short distance in the adjacent ploughed field. The fence is located in a ditch which is approximately 18 inches deep and the wires extend approximately 24 inches above ground level.

In his report, the pilot acknowledged that he landed slightly long and fast and assessed that his inexperience of strip flying was a major factor in the accident. Other factors which may have been pertinent are that the setting sun would have been in the pilot's eyes and that all of his flying in the last 90 days had been completed during the previous 24 hours. Guidance on using private airstrips is given in CAA General Aviation Safety Sense Leaflet Number 12B.