

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Fournier RF5, G-AZRK	
<b>No &amp; Type of Engines:</b>	1 Limbach 1834 (Modified) piston engine	
<b>Year of Manufacture:</b>	1972	
<b>Date &amp; Time (UTC):</b>	26 June 2010 at 1610 hrs	
<b>Location:</b>	Berrow Airfield, Worcestershire	
<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>	Spinner dented, propeller blade split, crankshaft bent, firewall separated, right wing trailing edge fractured, right outrigger separated and tailwheel arm bent	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	74 years	
<b>Commander's Flying Experience:</b>	934 hours (of which 101 were on type) Last 90 days - 42 hours Last 28 days - 31 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst landing on an undulating grass runway, the aircraft momentarily became airborne and drifted to the right of the runway centreline. On touching down again the right wingtip struck an area of raised vegetation, causing the aircraft to veer right, leave the runway and run into a ditch. The pilot was uninjured.

**History of the flight**

Berrow Airfield has a single grass runway. The pilot reported that the runway had two noticeable undulations and a transverse slope to the south. The first of these undulations was positioned about 100 m from the threshold of Runway 24 and at approximately 260 m from the threshold was a ditch, running either side of

the runway and at almost right angles to it. At the edge of the runway was standing vegetation of about 3 ft in height.

The pilot was making his second landing of the day at Berrow Airfield, having previously dropped off a passenger before returning to Shenington Airfield in Oxford. The reported surface wind was from 270° at between 5 to 10 kt. Positioning for a landing on Runway 24, the pilot reported that the approach had been fairly steep, with the aircraft touching down at about 55 mph and at a position upwind of the first undulation in the runway. The groundspeed had appeared to be higher than normal and on reaching the crest of the

undulation the aircraft briefly become airborne, during which it drifted to the right. On touching down again the right wingtip struck the adjacent vegetation, causing the aircraft to veer to the right. Travelling through the vegetation the aircraft then dropped into the ditch

and stopped. The pilot, who had been wearing a full harness, was uninjured and vacated the aircraft. The pilot considered that the accident had been a result of allowing the aircraft to drift to the right following the initial touchdown.