

ACCIDENT

Aircraft Type and Registration:	Thruster T600N 450, G-CDBZ	
No & Type of Engines:	1 Jabiru Aircraft PTY 2200A piston engine	
Year of Manufacture:	2004	
Date & Time (UTC):	20 November 2005 at 1300 hrs	
Location:	Little Atherfield Farm, Isle of Wight (private strip)	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Minor)
Nature of Damage:	Broken propeller, damaged nose pod and upright	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	285 hours (of which 284 were on type) Last 90 days - 55 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Following a landing on a wet grass runway, the aircraft overran the airfield boundary before coming to stop in a ditch.

History of the flight

The pilot reported that he had flown from Sandown to a private grass strip at Atherfield on the Isle of Wight. He flew his approach at a speed of 55 kt and the aircraft touched down approximately half way down the runway, which the pilot estimated to be 500 to 600 m long. However, the pilot was unable to stop the aircraft on the runway with the result that it continued beyond the airstrip perimeter, passing through some brambles before coming to stop in a ditch. Both occupants

evacuated through the cabin doors. Whilst the pilot was uninjured, the passenger hurt his neck and, therefore, as a precautionary measure was taken by ambulance to the local hospital. The aircraft sustained a broken propeller and damage to the nose pod and upright spar. The pilot stated that at the time of the accident there was no wind and the grass runway was wet.

Remarks

The aircraft manual states that in still or smooth conditions an approach speed of 45 kt should be flown, which on a level, short dry grass surface at ISA conditions should enable the aircraft to come to a full stop within 279 m. The manual also states that on wet grass the landing

distance should be increased by 20%, which would have given a landing distance of around 335 m.

The pilot stated that he had landed at this strip on many occasions and was aware of the landing distance quoted in the aircraft manual, but a few months earlier he had

measured his landing distance at this airstrip as being 112 m from his touch down point. The pilot believes that this information gave him a false perception as to the stopping distance of his aircraft and that on this occasion the braking effect on wet grass was insufficient to enable him to stop within the airfield boundary.