

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BRNK	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	7 August 2008 at 1845 hrs	
Location:	Netherthorpe Airfield, Yorkshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Impact damage to propeller, spinner and right wing leading edge	
Commander's Licence:	Commercial Pilot's Licence with Flying Instructor Rating	
Commander's Age:	55 years	
Commander's Flying Experience:	798 hours (of which 420 were on type) Last 90 days - 55 hours Last 28 days - 19 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was on an instructional flight from Netherthorpe Airfield. It was the sixth flight of the day for the commander, his third in G-BRNK. Operations were on Runway 06, which has a grass surface and a declared Landing Distance Available of 407 metres, with a 1.9% downslope. The grass had been mown during the afternoon, prior to the accident. The commander described the runway surface as firm.

A rain squall crossed the airfield while the commander was away from the circuit on his flight prior to the accident flight but he had landed normally on the short wet grass of Runway 06, using an estimated 80% of the runway length to stop. He then took off for a one-hour flight with a student, without refuelling. When they

returned to the airfield, a further rain shower was passing through and the commander loitered to the west for 10 minutes to allow the rain to pass and for visibility to improve. He then made a short-field approach, using full flap and reducing airspeed to 55 kt at the airfield boundary, anticipating that the short wet grass would provide reduced braking action. The wind was estimated at 5-10 kt from 100°(M) and the ambient temperature was 20°C. The aircraft's fuel tanks were below half-full.

The approach and landing were reportedly normal, with the aircraft touching down at the start of the runway. It decelerated during the first half of the ground roll but the deceleration then became minimal and the aircraft

ran off the end of the runway at around 10-15 mph, before striking a wire boundary fence. The commander suggested that the major loss of braking effectiveness

was attributable to the wet grass clippings remaining on the runway surface.