

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Beech A23 Musketeer II, G-ATBI	
<b>No &amp; Type of Engines:</b>	1 Continental Motors IO-346-A piston engine	
<b>Year of Manufacture:</b>	1965 (Serial no: M-696)	
<b>Date &amp; Time (UTC):</b>	5 September 2012 at 0830 hrs	
<b>Location:</b>	Fishburn Airfield, Co Durham	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to right wingtip and aileron, stabilator and fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	1,150 hours (of which 500 were on type) Last 90 days - 10 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was taxiing the aircraft toward the threshold of grass Runway 26, prior to an into-wind takeoff. The runway had several distinct gradients and the ground sloped downwards as the aircraft backtracked toward the start of the runway. The grass was wet and the surface wind was from 330° at 12 kt. The aircraft gained excess speed as it taxied downhill and, as the pilot attempted to turn the aircraft to line up on the runway, it skidded

to the right and into a hedge, which arrested its motion. The pilot considered that excess taxi speed and his lack of appreciation of how much the braking effect was reduced on the wet grass had caused the accident. He also observed that the grass surface may have been wetter towards the bottom of the slope, where the attempt to turn the aircraft was made.