

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Skyranger 912S(1), G-CDIU	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2005	
<b>Date &amp; Time (UTC):</b>	29 September 2007 at 1500 hrs	
<b>Location:</b>	Roddige Lane, Lichfield, Staffordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Front wheel strut bent, propeller damaged, engine and dashboard appear to be pushed in slightly	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	53 hours (of which 7 were on type) Last 90 days - 10 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft landed long and ran off the end of the grass strip into a ditch.

**Significant flight details**

The 390 m grass Runway 02/20 at Roddige Lane was dry and firm and the grass was short. The wind was from 280° at 10 kt. The pilot reported that he arrived overhead and descended to circuit height to join the pattern.

During the approach, second stage of flap was set and an airspeed of 55 kt was maintained. The pilot recalled thinking that he was a little higher than during a landing he had carried out at the same location on the previous week, but considered the situation was still satisfactory.

By the time the aircraft was half to two thirds of the way along the strip, all three wheels were on the ground. With the stick held fully back and brake pressure applied, however, the pilot found that the aircraft did not respond as normal and it was difficult to stop or steer it. He then became aware that he had reached the end of the strip and had no option but to allow the aircraft to enter a ditch.

The pilot subsequently considered that the aircraft was higher than normal during the approach, and that, combined with the surface conditions, made it too difficult to bring the aircraft under control. With commendable frankness he concluded that it was an error on his part which led to the accident.