

CEA DR400/2+2, G-BCXE

AAIB Bulletin No: 10/2000 **Ref: EW/G2000/07/26** **Category: 1.3**

Aircraft Type and Registration: CEA DR400/2+2, G-BCXE

No & Type of Engines: 1 Lycoming O-235-H2C piston engine

Year of Manufacture: 1975

Date & Time (UTC): 28 July 2000 at 1235 hrs

Location: Lashenden (Headcorn) Aerodrome, Kent

Type of Flight: Training

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Landing gear, propeller and left wing

Commander's Licence: Student Pilot

Commander's Age: 52 years

Commander's Flying Experience: 82 hours (of which 76 were on type)

 Last 90 days - 11 hours

 Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot had been briefed to fly a number of solo circuits in order to consolidate recent training. Runway 29 was the runway in use at Lashenden. It had a landing distance available of 796 metres and a grass surface which was dry at the time of take off. The recorded meteorological conditions were: surface wind between 240° and 310° at 5 to 8 kt, visibility greater than 10 km, cloud scattered to broken with a base of 2,000 feet and occasional rain showers. In addition to the normal briefings for a landing and a touch and go the student was briefed on the need to remain clear of the rain showers which were easily visible.

The student pilot was seen to fly through a light shower whilst on the base leg of his first circuit. During the subsequent approach the aircraft was noticeably high when crossing the threshold. The pilot continued with the approach and commenced the flare approximately half way along the runway. The aircraft touched down on all three wheels with less than half the landing distance available and with the surface now wet. The pilot applied the brakes but the aircraft ran off the end

of the runway and came to rest in a small ditch approximately 100 metres beyond the upwind threshold. The pilot was uninjured.

The student pilot was at an advanced stage of training and had been previously assessed as sound with good handling skills; his chief flying instructor noted that he had previously demonstrated good airmanship.