

## Robin DR 400/140B Major, G-BALH

<b>AAIB Bulletin No: 10/2003</b>	<b>Ref: EW/G2003/08/56</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Robin DR 400/140B Major, G-BALH	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D2A piston engine	
<b>Year of Manufacture:</b>	1972	
<b>Date &amp; Time (UTC):</b>	8 August 2003 at 1745 hrs	
<b>Location:</b>	Private Airfield at Martin Fenn, Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Significant damage to wing leading edges	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	261 hours (of which 68 were on type)	
	Last 90 days - 3 hours	
	Last 28 days - 1 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was on a local area flight from Fenland airfield, during which the pilot flew over the grass airstrip at Martin Fenn. Seeing a friend at the strip, he decided to land and entered a left-hand circuit at 500 feet agl. The wind was calm and the pilot elected to use Runway 26 for the landing, which was a firm grass surface, approximately 350 metres long by 25 metres wide, with a ditch and bushes at the western end. The aircraft was configured with landing flap on the downwind leg and the final approach was flown at 65 kt. The aircraft touched down further into the strip than intended but there appeared to the pilot to be adequate braking distance remaining in which to stop the aircraft. Within the last 50 metres it was apparent that the aircraft would not stop before the end of the runway and the aircraft's wings struck the bushes, bringing it to a halt. Having secured the aircraft the pilot vacated it through the normal exit.

The pilot concluded that the aircraft floated down the runway more than normal and although the landing was good, it was further down the strip than intended.