

Extra EA 300/L, G-XCCC

AAIB Bulletin No: 12/2004	Ref: EW/G2004/10/04	Category: 1.3
Aircraft Type and Registration:	Extra EA 300/L, G-XCCC	
No & Type of Engines:	1 Lycoming AEIO-540-L1B5 piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	7 October 2004 at 1100 hrs	
Location:	Bruntingthorpe Aerodrome, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to gear and propeller; engine shockloaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	460 hours (of which 100 were on type)	
	Last 90 days - 33 hours	
	Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Prior to departure from North Weald Aerodrome, the pilot had received permission to land at Bruntingthorpe Aerodrome. At the time, he had also discussed the landing area and confirmed that he had a Flight Guide copy of the aerodrome layout. It was agreed that he could use the grass Runway 24, which had an approximate length of 800 metres. The weather was good with a light surface wind of 240°/5 to 10 kt.

After a short flight, the pilot arrived overhead Bruntingthorpe and circled overhead at 2,000 feet amsl to familiarise himself with the airfield and identify the runway. The grass runway was located to the south of the asphalt runway and between it and a taxiway. The pilot noted a windsock and was confident that he had identified the grass runway, which appeared to have markings from previous landing aircraft. Having made radio contact on the A/G frequency, the pilot made an uneventful approach and touched down close to the end of the runway. Almost immediately, he was aware that the landing area seemed quite bumpy and, as the aircraft came to a halt it nosed over momentarily onto its propeller before coming back to a three-point attitude. With the engine switched off, the pilot and his passenger exited the aircraft. It was then apparent that the ground was soft with what appeared to be freshly sown grass mixed with a stubble crop of some sort. The pilot then suspected

that he had not landed on the designated grass runway, although he was confident that he had landed on the area indicated on the Flight Guide. A subsequent check revealed that the Flight Guide used by the pilot did not accurately depict the grass runway location.

LASORS 2004 contains General Aviation Safety Sense 12D, which contains comprehensive advice about the use of unlicensed aerodromes and private strips.