

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	DR 107 One Design, G-CEPZ	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-B1B piston engine	
<b>Year of Manufacture:</b>	1996 (Serial no: 38)	
<b>Date &amp; Time (UTC):</b>	5 June 2016 at 1235 hrs	
<b>Location:</b>	Membury Airfield, Berkshire	
<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>	Damage to propeller, main landing gear, main spar and surface of underside of both wings	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	32 years	
<b>Commander's Flying Experience:</b>	200 hours (of which 1 was on type) Last 90 days - 13 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

After a short cross-country flight to Membury the aircraft joined the circuit downwind to land on grass Runway 13. On final approach the pilot misidentified the runway threshold and confused it with the Runway 17/35 intersection. The pilot now had a significantly reduced landing distance available (LDA). After touchdown she applied maximum braking to stop the aircraft. As a result the aircraft tipped forward on its nose, causing the landing gear to collapse and bringing the aircraft to a stop.

**History of the flight**

After a short cross-country flight from Thruxton to Membury the aircraft joined the circuit downwind to land on grass Runway 13. Although the join and circuit were uneventful, the angle of view during final approach caused the pilot to lose sight of the actual threshold, confusing it with the Runway 17/35 intersection. As the aircraft touched down she immediately became aware of her mistake and realised that the LDA was now significantly reduced. She decided against a go-around because there was insufficient runway remaining. She was also aware of another stationary aircraft and trees at the end of the runway and so applied maximum braking. The lightweight 'tail-dragger' design of this particular aircraft type meant the extreme braking resulted in the aircraft tipping nose forward, causing damage to the propeller and landing gear.

**Discussion**

In the pilot's own analysis after the event, the misidentification was caused by two factors. These were: unfamiliarity with the airfield, and the runway after the intersection appearing more defined, when viewed during the final approach, than the wider and less defined preceding section.