

ACCIDENT

Aircraft Type and Registration:	Socata TB10 Tobago, G-TEDS	
No & Type of Engines:	1 Lycoming O-360-A1AD piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	23 October 2007 at 1310 hrs	
Location:	Bruntingthorpe Airfield, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Minor)	Passengers - None
Nature of Damage:	Damage to nosewheel leg, propeller, engine mount, cabin roof, wingtips, tailplane and rear fuselage	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	73 years	
Commander's Flying Experience:	573 hours (of which 165 were on type) Last 90 days - 11 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed 'slightly long' on damp grass and then turned off the runway near the end into soft ground, or a hidden hole, causing the aircraft to invert.

History of the flight

The Socata TB10 is a four-seat aircraft with a low wing and tricycle landing gear. The pilot was returning to Bruntingthorpe airfield after a local flight. Bruntingthorpe is an unlicensed airfield with a 3,000 m paved runway and a 800 m grass runway alongside it. The pilot was on an approach to the grass Runway 24. The wind was light and variable, and the visibility was greater than 5 km with no cloud below 3,000 feet. The surface condition of the runway at the time was firm but damp.

The aircraft approached the runway at about 75 KIAS with full flap. The pilot reported that he touched down at about 70 KIAS, approximately 200 m beyond the runway threshold. The aircraft did not decelerate at the expected normal rate so he applied the brakes and initiated a left turn onto the grass turning area to the left side of the runway. The aircraft slowed down but the nosewheel dug into soft ground or a hidden hole in the grass, causing the aircraft to flip upside down. The pilot and his passenger were able to exit the inverted aircraft via the main door.

Pilot's assessment of the cause

The pilot believed that the damp grass may have reduced its friction and increased the aircraft's ground

roll. He was also not familiar with the grass area on to which he then turned, as he normally turned off the runway 50 m before the end.