

ACCIDENT

Aircraft Type and Registration:	CAP 10B, G-BLVK	
No & Type of Engines:	1 Lycoming AEIO-360-B2F piston engine	
Year of Manufacture:	1981	
Date & Time (UTC):	3 April 2011 at 1315 hrs	
Location:	Private strip, St Mellion, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right wing damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	74 years	
Commander's Flying Experience:	2,900 hours (of which 1,500 were on type) Last 90 days - 9 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed approximately 150 m into a 470 m wet grass strip and was unable to stop in the remaining distance available. The aircraft was damaged when it collided with a fence at the end of the runway.

History of the flight

The pilot was intending to land on the 470 m grass strip Runway 33 at St Mellion, Cornwall. The pilot's aircraft was normally based on a short strip and the pilot was familiar with both the short field landing technique and the aircraft's performance. The weather conditions were generally good with the surface wind of 240° at 15 kt, but when the aircraft arrived at the airfield there were showers of rain in the vicinity, one of which had recently made the airstrip grass wet. The pilot elected

to fly the approach a little faster than normal, to allow for any windshear from the nearby showers, and, when he flared, the aircraft floated and did not touch down until approximately 150 m into the strip. The pilot was unable to stop the aircraft in the remaining distance available and the aircraft collided with a fence post at the end of the runway, damaging the right wing. The pilot, who was uninjured, vacated the aircraft normally. There was no fire.

The pilot considers he should have waited until the showers had passed. Then he would have been able to land in the correct place.

Comment

The POH for the CAP 10b gives its declared landing roll as 360 m, The CAA Safety Sense Leaflet No 7, (*'Aeroplane Performance'*) states:

'When landing at places where the length is not generous make sure you touch down on, or very close to your aiming point. If you've misjudged it, make an early decision to go around if you

have any doubts don't float half way along the runway before deciding.'

It also states, when referring to the ground roll required, that:

'Very short wet grass with a firm subsoil will be slippery and can give a 60% distance increase.'