

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Reims Cessna FRA150L Aerobat, G-BCKV	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-240-A piston engine	
<b>Year of Manufacture:</b>	1974	
<b>Date &amp; Time (UTC):</b>	20 January 2011 at 1555 hrs	
<b>Location:</b>	Netherthorpe Airfield, Yorkshire	
<b>Type of Flight:</b>	Training	
<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, nose landing gear, cowling and leading edge of one wing	
<b>Commander's Licence:</b>	Student	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	34 hours (of which 34 were on type) Last 90 days - 17 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The student pilot had previously completed eight hours of solo flying, including circuits. He had been flying in the local area for 30 minutes, before returning to Netherthorpe where the weather conditions were good, with light winds and CAVOK. After turning on to final approach, at a height of about 500 ft, the student realised that the sun was ahead of him and low on the horizon. This created a blinding effect for the student, who was not wearing sunglasses, and the aircraft sun-visor was not effective in reducing the glare. He elected to continue the approach with impaired visibility and thought he would

land about half way along the 553 m grass Runway 24. However, his touchdown point was towards the end of the runway and, despite the application of maximum braking, the aircraft overran the runway and struck a hedge. The student was uninjured and there was no fire.

The student's instructor commented that the student had been trained to go-around in such circumstances and that additional training and confidence building in going around had been conducted following the accident.