

ACCIDENT

Aircraft Type and Registration:	Pierre Robin DR400/140B Major, G-BFJZ	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	14 November 2005 at 1615 hrs	
Location:	Headcorn Aerodrome, Kent	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to left wing	
Commander's Licence:	Student pilot	
Commander's Age:	46 years	
Commander's Flying Experience:	12 hours (all on type) Last 90 days - 12 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

On the morning of the accident the student pilot had flown with his instructor, completing several circuits whilst covering various emergency procedures. The student had then continued to fly several solo 'touch and go' circuits without incident.

In the afternoon the instructor again flew with the student, completing more circuit training and some upper air work. The student then took off to complete three more solo 'touch and go' landings. The weather at the time was good with a light surface wind blowing down the runway.

The first circuit and touch down were without incident and after ensuring the aircraft was straight and on the runway centreline, the student applied full power to

commence a rolling takeoff. As the aircraft accelerated down the runway, the student increased pressure on the right rudder pedal to keep the aircraft straight; however, he applied too much pressure and the aircraft began to steer to the right. The student counteracted this by applying left rudder but he over compensated, sending the aircraft off to the left. The aircraft crossed over the left hand edge of the runway and its left wheel hit a runway marker. The student closed the throttle and applied the brakes in order to bring the aircraft to a halt. Despite the student applying right rudder again, the aircraft continued to steer to the left and before it could be stopped, its left wing struck a timber fence that ran parallel with and close to the runway, spinning the aircraft round through 180°. The impact brought the aircraft to a halt and the student shut down the engine,

switching off the magnetos. He informed ATC of the accident before vacating the aircraft uninjured.

The student pilot attributed the cause of the accident to his over-use of the rudder pedals.