

Avions Pierre Robin CEA DR400/140B, G-BFJZ

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Aircraft Type and Registration:	Avions Pierre Robin CEA DR400/140B, G-BFJZ	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	3 July 2002 at 1710 hrs	
Location:	Frid Farm, Bethersden, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Collapsed nose landing gear, damage to lower engine cowling and propeller	
Commander's Licence:	Basic Commercial Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	2,795 hours (of which 641 were on type)	
	Last 90 days - 55 hours	
	Last 28 days - 18 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was to be flown from Lashenden (Headcorn) Aerodrome to an airstrip at Frid Farm, about 15 nm distant. The pilot had not previously flown into the strip. Before the flight he was advised that, with a calm wind, the best runway to use would be Runway 14, a grass runway of 505 metres length with some upslope.

During the flight, the approach to Runway 14 was uneventful but, before touchdown, the pilot did notice that the windsock indicated a slight tailwind. The pilot made a normal touchdown, but did not notice the touchdown speed. The touchdown was made close inside the field boundary and the brakes were applied. However, the aircraft did not slow down as well as the pilot had expected and the aircraft overran the strip into a field of wheat, sustaining damage.

The runway surface was short grass which was wet after recent heavy showers. The CAA General Aviation Safety Sense Leaflet 7B, Aircraft Performance, draws attention to the effect that wet grass can have on landing performance, as follows:

'Very short wet grass with a firm subsoil will be slippery and can give a 60% distance increase (1.6 factor).'

This factor, together with a possible tailwind, would have contributed to an increased ground roll.