

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-18-150 Super Cub, G-ARAN	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-A2B piston engine	
<b>Year of Manufacture:</b>	1960 (Serial no: 18-7307)	
<b>Date &amp; Time (UTC):</b>	26 July 2014 at 1030 hrs	
<b>Location:</b>	Cromer (Northrepps) Airfield, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Landing gear, propeller, wing spar, tailplane and engine cowl	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	295 hours (of which 35 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

While on a flight from Leicester Airport to Northrepps (Cromer) Airfield, the pilot was unable to make radio contact with either Norwich Airport or Northrepps. The weather had deteriorated from CAVOK to solid cloud, so the pilot decided to fly further off the coast in an attempt to get under the cloud layer but this was not possible. While climbing, with the intention of returning to Leicester, he finally made contact with Northrepps, and was advised to head inland where the weather had improved. He made visual contact with the airfield and commenced an approach to Runway 33. During the final stages of the approach the pilot realised that the airspeed was decaying rapidly and applied power, but he was unable to prevent the aircraft landing at the edge of a cornfield, just short of the Runway 33 threshold. The aircraft then hit a gully filled with tyres, causing it to overturn. The pilot and passenger were uninjured and vacated the inverted aircraft without assistance. The tyre-filled gully is intended to stop aircraft rolling off opposite direction Runway 15 and crossing the public footpath, which runs between the end of the runway and the cornfield.