

ACCIDENT

Aircraft Type and Registration:	Mickleburgh L107, G-BZVC	
No & Type of Engines:	1 Martlet VW 1824 piston engine	
Year of Manufacture:	2006	
Date & Time (UTC):	9 June 2007 at 1203 hrs	
Location:	Woodditton farm strip, 9 nm east of Cambridge Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Canopy shattered, damage to left wingtip, fin, rudder, propeller and spinner	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	174 hours (of which 15 were on type) Last 90 days - 16 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After a normal landing on a grass strip the aircraft veered to the right into a crop field and turned upside down. The loss of control may have been due to inappropriate differential brake application.

History of the flight

The Mickleburgh L107 is a single-seat homebuilt fixed-wing aircraft of composite manufacture, with a low wing and tailwheel landing gear configuration. The pilot was on a cross-country flight from Fenland Airfield to a farm strip in Woodditton, near Cambridge, to visit his son. The grass strip was approximately 470 m long and lined with crop fields on either side. The wind was light and variable so the pilot planned

an approach to Runway 24, in the direction of a slight upslope. The touchdown was normal, with no bounce, but the pilot reported that he then became aware that he was going too fast. He decided to brake rather than go-around and moved his heels over the brake pedals. The pilot reported that, either as a result of losing concentration or applying too much right brake, the aircraft veered to the right. He was not able to correct the turn in time to prevent the aircraft from running into the crop field. The aircraft pitched nose down and then the propeller spinner dug into the ground, resulting in the aircraft turning upside down.

The canopy shattered but the pilot was unable to exit.

After a few minutes the pilot's son and a friend arrived at the scene and were able to lift the tail of the aircraft and help the pilot out. The pilot of another aircraft flying nearby had witnessed the accident and reported it to the Cambridge approach controller. Emergency services were dispatched but then stood down when the pilot of the accident aircraft contacted the police.

Pilot's assessment of the cause

The pilot had landed at this farm strip before, but during those occasions the crops lining the strip had been low

or non-existent. On reflection, the pilot believes that his landing speed was normal and that the illusion of high speed was caused by the closeness of the high crops. He stated that he should have ignored this distraction and concentrated on keeping the aircraft tracking straight.