

Cessna 182Q, G-IRPC

AAIB Bulletin No: 11/97 Ref: EW/G97/08/30 Category: 1.3

Aircraft Type and Registration:	Cessna 182Q, G-IRPC
No & Type of Engines:	1 Continental O-470-U piston engine
Year of Manufacture:	1977
Date & Time (UTC):	22 August 1997 at 1200 hrs
Location:	Gloucestershire Airport, Cheltenham
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Nose landing gear lower leg attachment bracket cracked
Commander's Licence:	Private Pilot's Licence with IMC and Night Rating
Commander's Age:	55 years
Commander's Flying Experience:	169 hours (of which 54 were on type) Last 90 days - 11 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown from Perranporth Airfield, Cornwall to East Midlands Airport when the pilot noticed that the ammeter was indicating a discharge; the low voltage warning light was not illuminated. He reported that, to conserve power he turned off the strobe lights, the beacon and one of the radios. He attempted to make radio contact with Bristol Filton ATC but was unsuccessful. He decided to land as soon as possible and tried to contact Gloucestershire Airport; again this was unsuccessful.

The weather was fine and the surface wind was westerly at about 5 kt. The pilot selected 7,600, the radio failure code, on the transponder and flew around the airfield at 1,500 feet agl. He saw an aircraft take off from Runway 27 and, seeing no conflicting traffic, decided to land on that runway. The flaps are electrically operated and failed to lower when selected so he decided to do a flapless approach and landing. A high descent rate led to a heavy landing and go-around; the subsequent landing was normal.

A post accident inspection of the aircraft revealed that there was a crack in the lower leg attachment bracket which appeared to have been a consequence of the recent heavy landing. The battery electrolyte level was found to be slightly low and was topped up; when reinstalled the electrical system was checked and no fault was found.