

Cessna 172N, G-OZOO

AAIB Bulletin No: 5/2001 **Ref:** EW/G2001/03/08 **Category:** 1.3

Aircraft Type and Registration: Cessna 172N, G-OZOO

No & Type of Engines: 1 Lycoming O-320-H2AD piston engine

Year of Manufacture: 1976

Date & Time (UTC): 12 March 2001 at 1515 hrs

Location: Kent International Airport (Manston), Kent

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Propeller strike, damage to tips

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 53 years

Commander's Flying Experience: 94 hours (of which 8 were on type)

Last 90 days - 13 hours

Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot took off from Lydd Airport at 1415 hours for a solo local flight to the east. The pilot had obtained the area forecast, which was: surface wind 210°/18 kt, visibility 20 to 30 km with some cumulus clouds. On take off the weather was as forecast but after a few minutes the pilot monitored the RT transmissions of another aircraft that was diverting to Lydd from Shoreham due to bad weather. Upon his enquiry, Lydd ATC informed the pilot that there was an active cell developing over the airfield. A departing military helicopter reported it as a 'short sharp shower' and another aircraft approaching Lydd from the north reported encountering 'low cloud and poor visibility'. In view of the weather conditions at Lydd, the pilot decided to divert to Manston. The pilot was instructed to join the left-hand circuit for Runway 28 and was passed the current weather, from which he noted that the wind given would result in a significant cross wind from the left.

During his final approach, the pilot received a report from the previous landing aircraft of turbulence on the final approach. With 20° of flap set and air speed approximately 65 kt the aircraft touched down normally and the pilot closed the throttle. Shortly afterwards right wing of the aircraft dropped suddenly, and the aircraft veered to the right. The pilot thought that the right landing gear tyre had burst. The pilot managed to level the wings but, despite using left rudder and braking to try and regain the runway centreline, the aircraft departed to the right of the runway onto

the grass area. As the aircraft slowed the pilot was able to taxi back onto the runway where he shut down and awaited the arrival of the airfield Rescue and Fire Fighting Service. Later, when parked on the General Aviation area, it was found that the propeller had suffered a tip strike.

The pilot considered that the incident was caused by a violent cross wind gust associated with the oncoming storm front, which had caught the aircraft just after its landing.