

## Cessna FR172J (Modified), G-BAIL

**AAIB Bulletin No: 5/99 Ref: EW/G99/03/02      Category: 1.3**

**Aircraft Type and Registration:** Cessna FR172J (Modified), G-BAIL

**No & Type of Engines:** 1 Continental IO-360-D piston engine

**Year of Manufacture:** 1973

**Date & Time (UTC):** 6 March 1999 at 1645 hrs

**Location:** Farley Farm West, Winchester, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Substantial to propeller, engine and structure

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 51 years

**Commander's Flying Experience:** 200 hours (of which 9 were on type)

Last 90 days - 2 hours

Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot was flying to a farm strip with a more experienced pilot in the right hand seat as his passenger. The weather was fine and after some difficulty in locating the strip due to its similarity to the surrounding arable land, the pilot located the runway and elected to land on 04 because the wind was northerly at about 10 kt and it had a slight up-slope. The pilot overflew the runway, which was clearly visible, at about 500 feet before flying a standard circuit onto finals. At this point, he observed that there were parked aircraft which appeared to be encroaching onto the right-hand side of the strip and he elected to land to the left of the strip which appeared to be grassed and of similar length to the runway. The landing was gentle and on the main wheels but immediately after touchdown, the pilot in the right-hand seat realised that they had landed on an area of young wheat and called for the pilot to go-around. However, by this time, the pilot had realised that they had landed on unprepared ground because the surface was rough and the wheel spats were being bombarded with stones. This combined with the rapid deceleration, convinced him that the aircraft would probably not get airborne again and he elected to stay on the ground and allow the aircraft to come to a halt without the use of brakes. At about 20 kt, the nosewheel dug into the ground and the aircraft inverted. Both pilots were uninjured and were able to exit the aircraft unaided. Because they were suspended in their harnesses, they were unable to make the aircraft safe before leaving

but once they were convinced that there was no danger of fire, they returned to the aircraft and switched of the fuel and ignition.