

Reims Cessna F177RG, G-BFGF

AAIB Bulletin No: 10/2000 **Ref:** EW/G2000/08/10 **Category:** 1.3

Aircraft Type and Registration: Reims Cessna F177RG, G-BFGF

No & Type of Engines: 1 Lycoming IO-360-A1B6D piston engine

Year of Manufacture: 1977

Date & Time (UTC): 12 August 2000 at 1208 hrs

Location: Ingoldmells, Lincolnshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - Minor - Passengers - Minor

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 168 hours (of which 20 were on type)
Last 90 days - 6 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft radio had failed and the pilot was unable to make contact on the air/ground frequency. He circled the airfield and made an approach to Runway 21. He went around from this and positioned the aircraft for an approach to Runway 30. Although the approach was too high and too fast, he considered that the subsequent landing was acceptable and that sufficient runway was available.

The grass surface was dry but the aircraft did not decelerate as expected. The pilot decided to go around and selected the flap up. However, he realised that he had left the decision too late and opted to remain on the ground. The aircraft overran the runway and came to rest in a ditch. Both occupants were wearing lap and diagonal upper torso restraint and were uninjured. The pilot escaped through his door and assisted the passenger whose door had jammed and who was trapped by the feet.

The pilot thought that the radio failure may have been a distraction. He had also been confused by some bollards at the threshold of the runway to which he had made the first approach.