

Reims Cessna F182Q Skylane, G-BLEW

AAIB Bulletin No: 5/2003	Ref: EW/G2002/09/02	Category: 1.3
Aircraft Type and Registration:	Reims Cessna F182Q Skylane, G-BLEW	
No & Type of Engines:	1 Continental Motors Corp O-470-U piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	2 September 2002 at 1600 hrs	
Location:	White Waltham Airfield, Berkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to right mainwheel, brakes and spat	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	561 hours (of which 133 were on type) Last 90 days - 35 hours Last 28 days - 18 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by AAIB	

During taxi for departure the pilot heard a noise with a frequency that coincided with each revolution of the mainwheel. He stopped the aircraft, shutdown the engine and examined the landing gear but could not find a problem. He then resumed taxiing and no further noise was heard. However, when the aircraft lined up for departure from Runway 11 and accelerated to around 50-55 kt the noise returned and the aircraft pulled to the right. The pilot reduced power and attempted to steer the aircraft off the runway. As the aircraft slowed the right mainwheel apparently seized and the aircraft came to rest. Both occupants exited the aircraft without difficulty.

The wheel consists of two flanges held together by cap-screws that are torque tightened to 190-200 lb in. These items were returned to the maintenance organisation and their examination revealed no evidence of any failures. Unfortunately the items were examined in isolation and it was not possible to determine the exact sequence of events. The wheel, however, was last disassembled and reassembled in September 2001 as part of the annual check of the aircraft. The maintenance organisation concluded that there was a possibility that the cap-screws had not been correctly tightened during re-assembly.