

Cessna FR172G Skyhawk, D-EKKO

AAIB Bulletin No: 8/2003

Ref: EW/G2003/04/07

Category: 1.3

INCIDENT

Aircraft Type and Registration:	Cessna FR172G Skyhawk, D-EKKO	
No & Type of Engines:	1 Teledyne Continental Motors IO-360 D piston engine	
Year of Manufacture:	1970	
Date & Time (UTC):	4 April 2003 at 1535 hrs	
Location:	Kemble, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller damaged, engine shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	185 hours (of which 91 were on type)	
	Last 90 days - 23 hours	
	Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was landing on Runway 08 at Kemble, Gloucestershire, in a wind of 360°/13 kt with flap 20° extended. The pilot maintained wings level on approach and tracked the centreline with drift applied. Just before touchdown he applied right rudder to align the aircraft with the runway and left aileron to prevent the left wing from rising. The aircraft landed uneventfully and the pilot gradually centralised the ailerons with the aircraft tracking straight along the runway.

About 30 yards into the landing roll the aircraft yawed to the right, and the left wing started to rise to the point where the right wing tip grazed the runway. The pilot became very concerned that the aircraft might cartwheel, and he instinctively applied a large amount of left aileron and may also have applied some aft movement of the control yoke. The nose pitched up and the aircraft became airborne again. The pilot moved the control yoke forward and the aircraft touched down again, quite smoothly, in a wings level, nose down attitude which resulted in the propeller striking the runway. The pilot was able to taxi clear of the runway and vacate the aircraft without further incident. Damage to the aircraft was limited to slight grazing of the right wing tip, deformed propeller and shock loading of the engine.

The Pilot's Operating Handbook for the aircraft states that the maximum demonstrated crosswind for the Cessna 172 is 15 kt. Maximum flap setting for landing is 30°. The Operating Handbook

Cessna FR172G Skyhawk, D-EKKO

recommends that 'when landing in a strong crosswind, use the minimum flap setting required for the field length'.