

Reims Cessna F182Q, G-BGFH

AAIB Bulletin No: 7/97 Ref: EW/G97/05/19 Category: 1.3

Aircraft Type and Registration:	Reims Cessna F182Q, G-BGFH
No & Type of Engines:	1 Continental O-470-U piston engine
Year of Manufacture:	1979
Date & Time (UTC):	28 May 1997 at 1800 hrs
Location:	Newbury Racecourse, Berkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damage to nose gear, propeller, engine and firewall
Commander's Licence:	Commercial Pilot's Licence with Instrument and FI Rating
Commander's Age:	31 years
Commander's Flying Experience:	580 hours (of which 15 were on type) Last 90 days - 150 hours Last 28 days - 50 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional AAIB inquiries

Newbury Racecourse has an unlicensed, 830 metre long grass strip which is available only on race days, and is strictly for the convenience of people involved in horse racing. Pooley's Flight Guide notes that all take offs must be made from Runway 11, and all landings on Runway 29. The pilot was aware of these restrictions, and had flown into the airfield approximately two years earlier.

The aircraft had taken off from Headcorn, and for part of the flight was in radio contact with Farnborough Radar. The pilot requested the surface wind conditions at Farnborough in order to make an assessment of the likely conditions to be expected at Newbury, some 20 nm distant. This information was duly given and she realised that there would be an approximately 8 kt tailwind component on Runway 29. Because of this, she intended to land the aircraft as close to the threshold as possible. However the tailwind resulted in a high groundspeed on touchdown and

this, combined with the undulating nature of the initial section of the runway, caused the nose gear to contact the ground heavily, after the initial landing on the main landing gear. The aircraft bounced into the air and the nose gear collapsed during the next contact with the ground. Following a short groundslide, the aircraft came to a halt in a nose down attitude, with no injuries to the occupants.

An aftercast for the area, supplied by the Meteorological Office, showed that the surface wind conditions at the time of the accident were 080° at 7 to 10 kt, which was in broad agreement with the information passed to the pilot by Farnborough Radar.