

## Reims Cessna F182Q, G-BEKO

**AAIB Bulletin No: 9/98 Ref: EW/G98/07/12      Category: 1.3**

**Aircraft Type and Registration:** Reims Cessna F182Q, G-BEKO

**No & Type of Engines:** 1 Continental O-470-U piston engine

**Year of Manufacture:** 1977

**Date & Time (UTC):** 7 July 1998 at 1325 hrs

**Location:** Burnham Airfield, Norfolk

**Type of Flight:** Private

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

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

**Nature of Damage:** Nose gear collapsed, propeller and engine cowling damage

**Commander's Licence:** Private Pilot's Licence with IMC Rating

**Commander's Age:** 41 years

**Commander's Flying Experience:** 366 hours (of which 219 were on type)

Last 90 days - 36 hours

Last 28 days - 15 hours

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

The aircraft was being flown on a pleasure flight from Sherburn Aerodrome, Yorkshire to a private airfield at Burnham, Norfolk. The weather en-route was good and at the destination visibility was 20 km, surface wind 300 degrees 10 to 15 kt. On arrival at Burnham the pilot carried out a normal circuit and approach with full flap to Runway 27, a grass surface of 560 metres with a downslope at the far end. At a late stage of the approach the pilot became distracted by the apparent shortening of the available runway length as a result of which he reduced power to land closer but then landed hard in a nose down attitude. The aircraft did not bounce as the pilot expected but skipped and then pitched forward and slid along the ground until coming to rest. The pilot switched off the fuel, magnetos and master switch and he and his passenger who were both wearing lap and shoulder harnesses vacated the aircraft normally with no injuries.

The pilot felt that the cause of the accident was the switching of his attention from the touchdown area to the runway far end resulting in his failing to notice a slight rise in the ground at the threshold.