

No: 10/91 **Ref: EW/G91/08/28** **Category: 1c**

Aircraft Type and Registration: Cessna 182P, G-BMUD

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

Year of Manufacture: 1973

Date & Time (UTC): 23 August 1991 at 1915 hrs

Location: Tilstock airfield, Shropshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - None Passengers - None

Nature of Damage: Major damage to propeller, landing gear, bulkhead and cowlings plus minor damage to wings and tailplane.

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 37 years

Commander's Flying Experience: 189 hours (of which 13 were P1 on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and the aircraft owner.

At the conclusion of a flight from Biggin Hill the aircraft was landed on runway 15 at Tilstock which has a concrete surface 792 by 30 metres. The weather was not a factor in this accident but the wind was 230°/5 kt, the runway was wet and the setting sun, which would have been partially obscured by 4 oktas at 2000 ft, was in the pilot's 5 o'clock.

The pilot reports that on crossing the threshold with flaps down and power back, he closed the throttle whereupon the aircraft sank rapidly. He flared too high which he attempted to correct by lowering the nose but the aircraft hit the ground hard and bounced twice. Before the third bounce, he attempted a go-around but the aircraft did not respond immediately and the end of the runway was reached before the aircraft was at a safe height. By use of rudder he avoided a fence post but the undercarriage struck an area of trees and bushes which pulled the aircraft down and to the right where it hit a cow with the right wheel. The propeller was damaged by repetitive impacts with soft ground and the aircraft eventually stopped about 1000 metres beyond the end of the runway. None of the occupants was injured but the cow had to be destroyed by a veterinary surgeon.

The pilot's assessment of the cause of the accident was that he was too high and too fast on the approach and he should have initiated a go-around sooner.