

Cessna 120, G-BRPF

AAIB Bulletin No: 8/2004	Ref: EW/G2004/05/16	Category: 1.3
Aircraft Type and Registration:	Cessna 120, G-BRPF	
No & Type of Engines:	1 Continental Motors Corp C85-12 piston engine	
Year of Manufacture:	1946	
Date & Time (UTC):	23 May 2004 at 1310 hrs	
Location:	Sibsey Airfield, Near Boston, Lincolnshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1	Passengers - None
Nature of Damage:	Aircraft extensively damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	1080 hours (of which 895 were on type)	
	Last 90 days - 10 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot and his passenger had departed Brighton, North Yorkshire on a pleasure flight to Sibsey Airfield, near Boston in Lincolnshire. Before landing at Sibsey, the pilot overflew the airfield from the north at 1,000 feet agl, to assess the wind direction from the windsock. He assessed this as being from the east-north-east at less than 5 kt. Given that there are power lines near the western end of the airstrip and that the approach from the east is free of obstructions, he elected to land from the east. He felt that the 400 metre (1,320 feet) long grass runway, which was dry, would be more than adequate, even taking into account the slight tailwind. The pilot was familiar with the airstrip, having landed there on a number of previous occasions.

A left-hand circuit was flown, with an approach speed of between 58 and 60 mph IAS (slightly lower than normal to compensate for the tailwind). The aircraft made a three-point touchdown just inside the threshold, with virtually all of the runway available, but it failed to slow down sufficiently on the rollout. The pilot applied heavy braking in an attempt slow the aircraft and this caused it to tip onto its nose. Its momentum carried it over and it came to rest inverted near the western end of the runway. The pilot and passenger were wearing three-point harnesses which remained intact and protected them from serious injury. The aircraft fuselage was extensively damaged and there was further damage to the tail fin, tailplane and propeller.

Cessna 120, G-BRPF

According to the pilot's calculations after the accident, for the given conditions, the aircraft should have required around 720 feet stopping distance. This was based on the Operating Handbook landing distance figure of 350 feet, factored by 1.2 for short dry grass, 1.2 for the tailwind and with an overall safety factor of 1.43 applied. He felt that the failure of the aircraft to stop was attributable to an increase in the strength of the tailwind, which was not apparent to him on the approach.