

No:3/89

Ref: EW/G88/12/3

Category: 1c

Aircraft Type and Registration: Cessna 182N, G-AYOW

No & Type of Engines: 1 Continental Motors Corp 0-470-R piston engine

Year of Manufacture: 1971

Date and Time (UTC): 8 December 1988 at 1030 hrs

Location: Marley Hall Farm, Ledbury

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor - mainly scratches on the windscreen, scratches and abrasions to the left wing leading edge and damaged pitot head

Commander's Licence: Private Pilot's Licence

Commander's Age: 45 years

Commander's Total Flying Experience: 267 hours (of which 92 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot, Staverton ATC Report, and AAIB telephone enquiries

After completion of the power and before take-off checks with 20° of flap selected, the aircraft commenced its take-off run on runway 26, a grass farm strip some 480 metres long. The weather was fine, with a wind of 280°M/06kt. The runway surface was reported as dry, soft, and the grass 4-5 inches in length.

The pilot reports that after a run of about 100 metres the aircraft became airborne, and he held it down to remain in ground effect until the airspeed increased. He had forgotten a line of power cables, 25 feet high and at right angles to the extended runway centreline, and 200 metres from the end of runway 26. The aircraft struck the cables but the pilot retained control and continued the flight to Staverton.

The pilot's subsequent Mayday call and request for an emergency landing was relayed to Staverton by another aircraft, and the aircraft landed safely on runway 22. Staverton ATC's log refers to a pilot report of taking off from a muddy field, however subsequent enquiries indicate that the ground was soft rather than wet mud.

Aeronautical Information Circular 52/1985 - Take-off, climb and landing performance of light aircraft - contains a full explanation of the effects on standard aircraft performance of runways contaminated by precipitation, effects of wind and slope, effects of the length of wet or dry grass on grass airfields, and all other factors relating to light aircraft performance.