

No: 14/83

Ref: EW/G 83/09/09

**Aircraft type and registration:** Cessna 180 G-AXZO (light single engine fixed wing aircraft)

**Year of manufacture:** 1953 (approximately)

**Date and time (GMT):** 25 September 1983 at 1500 hrs

**Location:** Brunton Airfield, Northumberland

**Type of flight:** Parachuting

**Persons on board:** Crew — 1                      Passengers — Nil

**Injuries:** Crew — None                      Passengers — N/A

**Nature of damage:** Damaged propeller and wing tips

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 42 years

**Commander's total flying experience:** 407 hours (of which 11 were on type)

During the approach to runway 27 the pilot found that the stabilizer trim was jammed at a point mid-way between full nose down and the take-off position. The pilot decided to continue the approach and landing. At this point in time he noticed that the wind direction had veered since taking off from 270° to 315° and was at 10-15 knots. During the flare the pilot experienced difficulty in holding the aircraft in the correct landing position. When the wheels touched the left wing began to drop and came into contact with the runway surface and at the same time the nose tried to swing right into the wind. The pilot attempted to lift the wing with ailerons and at the same time apply left rudder to stop the right swing, with the control column fully back. The aircraft rocked left to right, then pitched nose down on to the runway and came to rest on its nose. Examination of the stabilizer trim system did not reveal a jam but it was found that it required more effort than normal to operate. Further examination revealed that the sprocket retainer sleeve of the left hand stabilizer trim screw jack had been fitted upside down which resulted in the left and right hand screw jack's drive being out of alignment.