

AAIB Bulletin No: 4/95

Ref: EW/G95/02/08

Category: 1.3

Aircraft Type and Registration: Cessna 150F, G-BUCS

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1965

Date & Time (UTC): 20 February 1995 at 1440 hrs

Location: Manor Farm, Near Farnham, Surrey

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Extensive to wings, fin and rudder; propeller bent and engine shock loaded

Commander's Licence: Airline Transport Pilot's Licence (Helicopters and Gyroplanes) and Commercial Pilot's Licence (Aeroplanes) with Instrument Rating

Commander's Age: 49 years

Commander's Flying Experience: 11,030 hours (of which 115 were on type)
Last 90 days - 148 hours
Last 28 days - 63 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

For his landing at Manor Farm Airstrip, the pilot elected to use Runway 09. The airstrip slopes up from west to east and there is also a slope across the airstrip with the lowest point to the north. There had been rain showers throughout the day but, for landing the visibility was greater than 10 km, there was no cloud below 1,500 feet agl, and the surface wind was 180°/10 to 15 kt. The approach and landing were normal but, as the aircraft slowed, the nose began to turn left down the slope. Despite full right rudder and gentle braking the pilot could not stop the lateral movement, and the aircraft continued moving left until the left landing gear leg ran into a furrow at the edge of the runway; this caused the aircraft to continue slewing left until the nosewheel sank into the soft ground and G-BUCS nosed over onto its back. After securing the aircraft, the two occupants evacuated through the normal exit.

The pilot stated that on the previous day he had flown into the airstrip and knew that the ground was soft but he considered it usable. He considered that the accident was caused by a combination of the following factors: Additional rain, the right to left slope and crosswind, and his relative inexperience of grass strip flying.