

Cessna 177B, G-BRDO

AAIB Bulletin No: 2/2000 **Ref: EW/G99/10/28** **Category: 1.3**

Aircraft Type and Registration: Cessna 177B, G-BRDO

No & Type of Engines: 1 Lycoming O-360-A1F6D piston engine

Year of Manufacture: 1975

Date & Time (UTC): 26 October 1999 at 1345 hrs

Location: Bagby Airfield, North Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Nose wheel fairing, propeller and underside of fuselage

Commander's Licence: Private Pilot's Licence

Commander's Age: 71 years

Commander's Flying Experience: 218 hours (of which 141 were on type)
Last 90 days - 24 hours
Last 28 days - 6 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was landing on Bagby's grass Runway 06 which has a published length of 520 metres with emergency overrun areas at both ends. The runway is 20 metres wide and has a 3% upslope. To the left of the runway the land was covered in stubble but on the right side a new crop had been sown in tilled soil which was still soft. The surface wind was from 300° at 8 kt and the weather was fine.

The pilot flew a normal 'crabbed' technique final approach down to the flare. In the flare he temporarily lost sight of the runway as he raised the nose and applied rudder to align the aircraft's heading with the runway. The aircraft touched down near the right hand edge of the runway and so the pilot applied left rudder. However, the right mainwheel ran off the side of the runway into the soft ground and the ensuing drag yawed the aircraft to the right despite the application of full left rudder. The nosewheel struck a runway edge light before also entering the soft soil and sinking into it, thereby rapidly decelerating the aircraft. During the rapid deceleration the aircraft's nose dipped allowing the propeller momentarily to strike the ground before the aircraft stopped. The pilot closed down the engine before evacuating the aircraft which was later towed to the hangar by a tractor.

The pilot attributed the accident to his 'kicking off drift' too early, allowing the crosswind to drift the aircraft some six to eight metres to the right during the landing flare.