

Cessna F172L, G-AZTS

AAIB Bulletin No: 8/99 Ref: EW/G99/04/24 Category: 1.3

Aircraft Type and Registration: Cessna F172L, G-AZTS

No & Type of Engines: 1 Lycoming O-320-E2D piston engine

Year of Manufacture: 1972

Date & Time (UTC): 25 April 1999 at 1215 hrs

Location: Ashcroft, Cheshire

Type of Flight: Private

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Minor damage to left wingtip, one propeller tip bent

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 50 years

Commander's Flying Experience: 956 hours (of which 752 were on type)
Last 90 days - 25 hours
Last 28 days - 6 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

During his pre-departure inspection of the grass runway, the pilot noticed that the last part of the strip was softer than the rest. He also chose a decision point at which he would abandon his take off if the aircraft had not become airborne by that stage.

He then commenced the take-off run from a position which would maximise the available runway distance, with 10° of flap selected and using the soft field take-off procedure. However, on reaching his decision point the pilot decided that he had insufficient airspeed and closed the throttle. The aircraft decelerated rapidly and came to a stop while slewing to the right, but started to pitch forward. The pilot pulled the fuel mixture to lean to stop the engine and the aircraft appeared to rest balanced on its nose for several seconds, before rolling onto its left wingtip and finally settling back onto its main landing gear.

Both occupants, who had been wearing lap and diagonal harness, were uninjured and vacated the aircraft normally. The pilot considered that the soft ground encountered by the nosewheel during the rejected take off was the main factor.

