

ACCIDENT

Aircraft Type and Registration:	Cessna 182P Skylane, G-BBGX	
No & Type of Engines:	1 Continental Motors Corp O-470-R piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	30 May 2006 at 1402 hrs	
Location:	Shobdon Aerodrome, Leominster, Herefordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Extensive to aircraft and crops	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	359 hours (of which 237 were on type) Last 90 days - 8 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

On landing, the pilot experienced a strong gust of wind, which resulted in the aircraft becoming airborne again. After a subsequent bounce, the pilot attempted a go-around but could not prevent the aircraft leaving the runway to the left into a field of crops.

History of the flight

Prior to his second flight of the day, the pilot had contacted Shobdon Aerodrome to check the weather. He was informed that the surface wind was approximately 10 kt from a north to north-westerly direction.

During the subsequent flight, the pilot was aware that the wind was strong and from the north when near the coast but that the forecast was for lighter winds inland.

On arrival at Shobdon, he completed an overhead join for Runway 27. Subsequently, during the final approach with flap 30 selected, the crosswind appeared to be consistent with the wind reported by 'Shobdon Information' as northerly at 8 kt. Then, at about the aerodrome boundary, the aircraft was subjected to some windshear after which the pilot was able re-establish a stable approach. The subsequent touchdown was good and in the centre of the runway. However, the pilot was then aware of a strong gust of wind on the aircraft which resulted in it becoming airborne again for a brief period. After a subsequent bounce the pilot applied full power to go-around but he felt that the aircraft was not accelerating. He also starting retracting the flaps to reduce drag but this did not seem to improve

acceleration. The aircraft departed the left side of the runway into a field of crops and turned through 180° before coming to rest. After switching off the main battery the pilot and his passenger both exited the aircraft through the pilot's door.

Eye witness account

A witness later confirmed that the initial touchdown had appeared to be good but that the aircraft had then bounced

twice with the nose high and the tail very close to the ground. The witness heard engine power being applied but then saw the right wing rising before the aircraft went off the runway to the left. He also considered that the surface wind at the time was north to north-westerly at 12 to 15 kt but gusting to 20 kt.