

ACCIDENT

Aircraft Type and Registration:	Cessna R182, G-BOWO	
No & type of Engines:	1 Lycoming O-540-J3C5D piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	1 September 2006 at 1637 hrs	
Location:	Runway 22, Wolverhampton Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose landing gear and propeller damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	76 years	
Commander's Flying Experience:	660 hours (of which 4 were on type) Last 90 days - 6 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed in gusty wind conditions and the nosewheel collapsed.

History of the flight

The pilot had recently purchased the aircraft and was carrying out circuits using Runway 22 at Wolverhampton Airport. This asphalt runway has an available landing distance of 574 m (1,880 ft), a width of 18 m (59 ft) and a downslope. The surface wind was gusty and the reported wind at the time of the accident was from 230° at 15 kt.

The Flight Information Service Officer (FISO) on duty in the tower reported that on the third or fourth circuit the aircraft bounced on landing and carried

out a go-around. The pilot then called to say that he was leaving the circuit for a local flight. After about 10 minutes the aircraft returned to the airfield and the pilot made a further approach to Runway 22. The FISO watched the aircraft landing, saw it 'porpoise' and then land nose down, whereupon the nose landing gear collapsed. Neither person on board was injured in the accident.

The pilot reported that he had experienced a sudden gust of crosswind as the aircraft touched down, which lifted the aircraft back into the air and then dropped it suddenly, causing a hard landing on the nosewheel. The maximum demonstrated crosswind component for the Cessna 182 series of aircraft is 15 kt.

An Aircraft Owners and Pilots Association (AOPA) study on landing accidents showed that landing was the phase of flight when most Cessna 182 accidents occurred, and that the type had a greater proportion of hard landing accidents relative to other comparable types. The study

noted that common factors in the accidents were: pilots transitioning from types of aircraft with lighter elevator controls; a forward centre of gravity, which typically occurred with two persons on board, and poor speed control on short finals.