

Cessna 182P, G-BAMJ, 14 June 1997

AAIB Bulletin No: 8/97 Ref: EW/G97/06/10 Category: 1.3

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| Aircraft Type and Registration: | Cessna 182P, G-BAMJ |
| No & Type of Engines: | 1 Continental O-470-R piston engine |
| Year of Manufacture: | 1973 |
| Date & Time (UTC): | 14 June 1997 at 1555 hrs |
| Location: | Shenington Airfield, Oxfordshire |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 - Passengers - None |
| Injuries: | Crew - None - Passengers - N/A |
| Nature of Damage: | Nosewheel and left main landing gear collapse with propeller ground strike and damage to engine cowling |
| Commander's Licence: | Private Pilot's Licence with IMC and Night Rating |
| Commander's Age: | 51 years |
| Commander's Flying Experience: | 852 hours (of which 703 were on type) Last 90 days - 42 hours Last 28 days - 28 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The pilot was returning to Shenington from France having set off at 0930 hours that morning and stopped at Lydd at midday to refuel. The weather for Birmingham was checked prior to his departure from Lydd as this was the nearest airfield to Shenington which he considered would be representative. The report indicated that the easterly runway would probably be in use. Approaching Shenington, the weather began to deteriorate with showers and overcast clouds at approximately 1,500 feet. Shenington radio was unmanned and there were no other aircraft airborne in the circuit at the time of his arrival which might have been able to assist in reporting the prevailing wind direction. The pilot did not attempt to observe the windsock due to its location and what he perceived as the difficulty of making such an observation while maintaining a lookout for other traffic in the circuit.

After joining the circuit the pilot made an approach to land on Runway 11 which has a grass surface and is 1,025 metres long. Touchdown was at least one third of the distance from the threshold and when he commenced braking he was aware that the wheels were tending to skid rather than slow the aircraft down. In an attempt to assist the braking process, the pilot raised the flaps but this had no noticeable effect. The aircraft overran the end of the runway and went through a cattle fence consisting of barbed wire strung between wooden posts. Undulations in the ground in the vicinity of the fence damaged the nose wheel and left main wheel which collapsed and brought the aircraft to a standstill. There was no fire and the pilot was uninjured. The pilot attributed his overrun to a combination of the wet grass causing the wheels to skid under braking, the slight tailwind and a late touchdown on the runway.