

Cessna 182L Skylane, G-ENRM

AAIB Bulletin No: 9/2004	Ref: EW/G2004/05/14	Category: 1.3
Aircraft Type and Registration:	Cessna 182L Skylane, G-ENRM	
No & Type of Engines:	1 Continental O-470-R piston engine	
Year of Manufacture:	1968	
Date & Time (UTC):	20 May 2004 at 1800 hrs	
Location:	North Hill Gliding Site, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose leg detached, tail fin and rudder damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	254 hours (of which 22 were on type)	
	Last 90 days - 15 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

The pilot made an uneventful flight from Plymouth to Dunkeswell. It was his intention to ultimately fly to North Hill, a nearby gliding site, so after landing he telephoned a co-owner of the aircraft, who was also a gliding instructor at the gliding site, to discuss the specific arrival procedures. The windsock at Dunkeswell indicated little or no wind when he departed for North Hill and as he approached the field he changed frequency to talk to North Hill radio. He observed some glider traffic and continued to orbit clear of the field until informed by radio that there was no other traffic in the circuit. He noted two gliders on the field, as he made a straight in approach to land, and decided to land beyond them on what appeared to be a suitable landing area.

On the ground, there was a light crosswind from the right. The duty gliding instructor, who was neither informed of the aircraft's intention to land nor of its imminent approach, had just landed himself and was engaged in clearing his glider from the landing area. The co-owner of the Cessna, seeing the aircraft on approach, attempted to indicate its presence by waving at the duty instructor. Unfortunately this gesture was misinterpreted but even if its intention had been understood it would have been unlikely that the strip could have been cleared in the short time available. The pilot of the Cessna continued the approach allowing the aircraft to drift left. Those familiar with the site, including pilots of glider tug aircraft, are aware that there is a downslope and ground depression to the left of the landing run and avoid this part of the otherwise adequate landing area. The pilot of the Cessna was unaware of these ground features and it was only when he reached the depression that he

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realised that the area was unsuitable for landing. He initiated a late go-around but drifted further left allowing the aircraft to strike a fence post at the edge of the field. The aircraft turned upside down in the impact but both the pilot and his passenger were able to exit uninjured through the left door.

The pilot attributed the accident to a combination of going around too late, the adverse slope, crosswind and yaw with the application of power, leading to loss of control.