

AAIB Bulletin No: 1/96

Ref: EW/G95/11/05

Category: 1.2

Aircraft Type and Registration: Cessna 310R, G-FISH

No & Type of Engines: 2 Continental IO-520-MB piston engines

Year of Manufacture: 1979

Date & Time (UTC): 11 November 1995 at 1600 hrs

Location: Little Ness, near Shrewsbury, Shropshire

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to main and nose landing gear; damage to left engine and left wing tip fuel tank.

Commander's Licence: Airline Transport Pilot's Licence with Instructor Rating

Commander's Age: 40 years

Commander's Flying Experience: 14,750 hours (of which 475 were on type)
Last 90 days - 267 hours
Last 28 days - 66 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was flown to Little Ness Airstrip from Coventry Airport where the commander had carried out instrument flying training with the aircraft owner. The latter occupied the left seat and flew the aircraft until, in the downwind position for Runway 25, he handed control to the commander for the approach and landing.

Runway 25 at Little Ness is 2,263 feet long and has an overall upslope of 2%; the surface is of short grass which had been recently rolled and was wet at the time of the accident. Both pilots assessed the surface wind as about 140°/10 kt.

The commander reported that the aircraft was in the landing configuration, at the correct speed, at 50 feet on final approach and a normal touchdown was made within 100 feet of the start of the strip. Initially the aircraft appeared to decelerate normally but as the landing roll progressed the rate of deceleration reduced and the commander decided to turn right onto softer, less slippery ground. Unfortunately his attempt to turn had little effect and so he decided to apply some power to the left

engine to achieve his aim. As he did this, he saw a person walking in the area of his intended ground track; he immediately closed the left throttle. The aircraft slid into the low boundary hedge, at about 10 kt, and came to rest in the lane beyond. The shut down drill was completed and both occupants, who were wearing lap and diagonal upper torso restraint, escaped without injury.

An aftercast, obtained by the commander from RAF Shawbury, indicated that the surface wind at 1600 hrs was 110°/14 kt. In a comprehensive and constructive report to the AAIB he considered that the accident was caused by a failure to accurately assess the surface wind condition and to allow a sufficient margin for error as recommended in Aeronautical Information Circular (AIC) 110/92 and reiterated in the General Aviation Safety Sense Leaflets. Also, knowing the conditions were marginal, he had mentally committed himself to remain on the ground once touchdown was achieved; he questioned the wisdom of making such a commitment.