

ACCIDENT

Aircraft Type and Registration:	Cessna F150J, G-AWRK
No & Type of Engines:	1 Continental Motors Corp O-200-A piston engine
Year of Manufacture:	1968
Date & Time (UTC):	20 September 2008 at 1225 hrs
Location:	Deanland Airfield, near Hailsham, East Sussex
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Severe damage to wings, empennage and fuselage
Commander's Licence:	Private Pilot's Licence
Commander's Age:	55 years
Commander's Flying Experience:	199 hours (of which 100 were on type) Last 90 days - 6 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot, who was inexperienced in short field operations, was making his first landing at Deanland. He landed long and to the left of the runway centreline, and only became aware that there was a slight tailwind when he saw the wind sock just before touchdown. The aircraft bounced and veered to the left, before striking a building and coming to a stop. The pilot was uninjured.

History of the flight

The pilot took off from Shoreham on Runway 20 for a short flight to Deanland. He had not landed at Deanland before and had little experience of landing on short strips as pilot in command, however he had recently flown into a number of small grass strips with another pilot who was experienced in operating from this type of airfield.

The pilot made radio calls to Deanland radio and had the airfield in sight but was unable to see a windsock; he considered that it was probably obscured by trees. He joined downwind, and with the aircraft at 600 ft agl he turned to land on Runway 24. At first the approach seemed normal, however the pilot became concerned that he was a little high. Conscious of the short runway at Deanland he selected the final stage of flap, but he was increasingly aware that his approach was high. The aircraft touched down halfway along the runway and to the left of the centreline, and then bounced. His initial reaction was to go around, however he had noticed the windsock and realised that he had a slight tailwind. Following the bounce the aircraft veered to the left and departed the runway. Its left wing struck a building

and the aircraft spun around before coming to a stop. The pilot was uninjured and exited the aircraft with assistance.

Airfield and weather information

Deanland Airfield has a grass runway aligned 06/24; right hand circuits are in operation for Runway 24, which has a Landing Distance Available of 457 m. There are trees and buildings to the left of the end of Runway 24.

When the pilot departed from Shoreham the wind was approximately 180°/6 kt with more than 10 km visibility. He estimated the wind at Deanland at the time of the accident to be light and northerly, and the runway condition to be dry.

Comment

The pilot considered that he should have overflown the airfield to clearly establish the wind direction before joining the circuit and that having a more experienced pilot with him would have been an advantage. He thought that the situation may have been retrievable had he touched down on the centreline; he did not attempt to go-around as he felt that this would have been potentially hazardous in a Cessna 150 with three stages of flap and a tailwind.