No: 3/90	**Ref: EW/G89/06/36**	**Category: 1c**
Aircraft Type and Registration:	Cessna 180, G-BEOD	
No & Type of Engines:	1 Continental Motors Corp O-470-L piston engine	
Year of Manufacture:	1976	
Date and Time (UTC):	29 June 1989 at 1630 hrs	
Location:	Errol Airfield, Perthshire	
Type of Flight:	Positioning	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left wing tip damaged, left wheel and brake assembly detached and propeller bent.	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	31 years	
Commander's Total Flying Experience:	622 hours (of which 4 were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries to engineering organisations and Lloyds.	

The pilot carried out an approach to runway 22 at Errol Airfield with a wind of 300°/11-13 kts. He applied a correction for right drift during the final approach and "kicked off" the drift correction just prior to touchdown. During the initial touchdown there was a slight bounce which the pilot checked and the aircraft settled down onto the runway smoothly. The pilot kept the control column fully back, but after retarding the throttle he moved the control column to the right to counteract the crosswind. He also used full left rudder, but found it insufficient to keep the aircraft straight on the runway and so he applied some left wheel braking. The ground roll continued normally. However, a sudden gust of wind from the right increased the veer to the right. Left wheel brake was applied until heavy braking was achieved, but the veer to the right continued to increase. A jolt was felt and the left wing dropped. The pilot attempted to pick the wing up using aileron but found that he already had full right aileron applied. During this period the pilot noticed a black object fly past the left side of the aircraft. He later established that this has been the left wheel assembly. The aircraft continued turning to the right. On application of full wheel braking, on both sides, the rate of turn to the right increased until the left landing gear leg contacted the ground, whereupon the aircraft turned sharply to the left and struck a wire fence.

The pilot and his passenger were uninjured.