

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 182N Skylane, G-AXZU	
<b>No &amp; Type of Engines:</b>	1 Continental O-470-R piston engine	
<b>Year of Manufacture:</b>	1969	
<b>Date &amp; Time (UTC):</b>	4 September 2010 at 1345 hrs	
<b>Location:</b>	Errol Airfield, Grange, Perthshire	
<b>Type of Flight:</b>	Aerial Work	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Serious damage to leading edge of left wing and slight dent to right wing strut	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	493 hours (of which 22 were on type) Last 90 days - 10 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

## Synopsis

During a crosswind landing the aircraft departed the runway surface to the left and struck a fence, bush and metal pole.

## History of the flight

The pilot was a 'Jump Pilot' and was using the aircraft to take skydivers into the air for the local skydiving club. Runway 05 was in use which was 700 m long and 46 m wide with a loose asphalt surface. The pilot reported that, during the course of the day, he carried out three uneventful flights, each time landing on Runway 05 with about an 8 kt direct crosswind from the right. During the fourth flight he returned to the airfield and flew an approach to Runway 05 with a

similar crosswind. He used the same full flap setting, the same approach speed and the same into-wind crab technique as on the previous three landings. Just prior to touchdown he applied left rudder to align the nose with the runway and applied right aileron to maintain the centreline. The aircraft touched down normally and after a very short time it began to slew towards the left. As with the previous landings the pilot did not apply the brakes because of the runway's loose asphalt surface and uneven patches. He allowed the aircraft to slow without brakes while applying right rudder pedal and into-wind aileron to regain the runway centreline. However, the aircraft continued to slew to the left, ran through a wire fence, and hit a bush and vertical metal

pole with its left wing before coming to rest. The pilot shut down the engine and vacated the aircraft unassisted via the right door.

**Pilot's assessment of the cause**

The pilot could not explain why the aircraft had veered off the runway. He reported that he had used the same techniques successfully on the previous

three landings in similar conditions. At no time did he notice any wind gusts or see the windsock indicating a gust. He concluded that there must have been some failure which affected the directional controllability of the aircraft. However, the aircraft was examined by an insurance loss adjustor who did not find any faults with the rudder system, nosewheel steering system, braking system or the tyres.