

ACCIDENT

Aircraft Type and Registration:	Cessna 182T, N60554
No & Type of Engines:	1 Lycoming IO-540-AB1A5 Piston Engine
Year of Manufacture:	2006
Date & Time (UTC):	28 August 2017 at 1640 hrs
Location:	Private airstrip, near Stockbridge, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damaged beyond economic repair
Commander's Licence:	Private Pilot's Licence (Federal Aviation Administration, USA)
Commander's Age:	64 years
Commander's Flying Experience:	1,329 hours (of which 950 were on type) Last 90 days - 27 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquires by the AAIB

Synopsis

Following a hard landing, the aircraft departed from the prepared section of a narrow grass airstrip, the pilot lost control and the aircraft spun around its nose.

History of the flight

Visibility was good and there appeared to be a light southerly breeze when the pilot arrived overhead this private grass airstrip, which is almost entirely surrounded by trees and has rising ground to the east. The pilot had not landed there previously, so two practice approaches and go-arounds were flown to Runway 18 before the pilot approached, with the aim of clearing the obstacles to the north and landing a short way along the 700 m strip. The aircraft touched down "hard" and the pilot immediately lost control as the aircraft deviated off the runway into an area of longer grass and soft ground (Figure 1). The left wing tip and the propeller struck the ground and the aircraft spun around its nose before coming to rest upright, facing towards the north-east. The pilot noted that the motion did not feel excessively violent and observed that the airbags fitted to the aircraft were not triggered. No injury was sustained by the pilot, who was able to open the door and step out of the aircraft without difficulty.

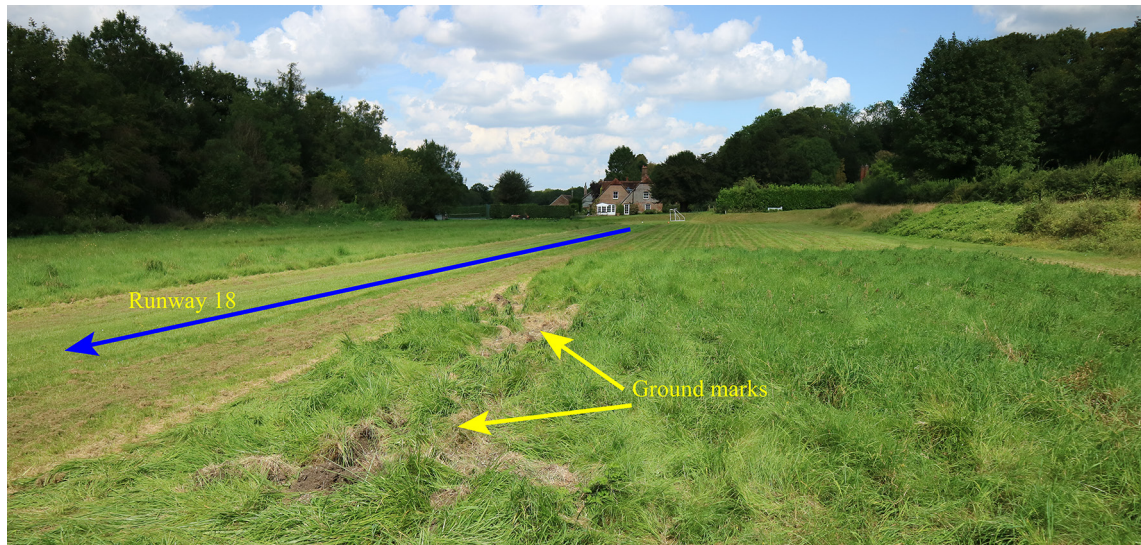


Figure 1

A northerly view of Runway 18.
Note the trees and buildings to the north of the airstrip, on the approach to Runway 18

Other information

Photographs taken after the accident indicated the grass airstrip had been cut to a width of approximately eight metres. An engineer who examined the aircraft found evidence that the left mainwheel deviated into long grass on the left side of the strip before the left wing and the propeller struck the ground. This caused the aircraft to spin around to the left quickly and shock-loaded the engine and the airframe. Both wings were damaged, the fuselage was distorted and the nose and right main landing gear legs were detached, while the left main landing gear collapsed (Figure 2).



Figure 2

A southerly view along Runway 18, showing the aircraft pointing to the north-east, with the left wing severely damaged and with a tarpaulin over the rear fuselage

AAIB Comment

The CAA's Safety Sense Leaflet 12 titled '*Strip Flying*' contains guidance for pilots who intend to fly to an unfamiliar airstrip. It suggests that the best way for a pilot to understand the constraints of an unfamiliar airstrip is by first visiting in the company of a pilot who has prior experience of operating from there.