

ACCIDENT

Aircraft Type and Registration:	Cessna 182RG, M-GOLF	
No & Type of Engines:	1 Lycoming O-540-J3C5D piston engine	
Year of Manufacture:	1980 (Serial no: FR18200046)	
Date & Time (UTC):	13 March 2020 at 1449 hrs	
Location:	Private airstrip, Mount Rule, Isle of Man	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries	Crew - None	Passengers - None
Nature of Damage:	Damaged beyond economical repair	
Commander's Licence:	Private Pilot's licence	
Commander's Age:	75 years	
Commander's Flying Experience:	600 hours (of which 300 were on type) Last 90 days - 5 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The accident occurred during a baulked landing and go-around. Shortly after touching down the pilot applied full power but reported that the aircraft did not accelerate or climb as expected. The aircraft struck farm gates before touching down in a field where it overturned and came to rest inverted.

History of the flight

The pilot and a passenger, who was also a pilot, were flying from Ronaldsway Airport where the aircraft was based, to a private airstrip at Mount Rule on the Isle of Man. The pilot had not landed at the airstrip before, but the passenger had landed there many times, but not in M-GOLF.

The takeoff appeared normal and there were no technical issues noted with the aircraft whilst en route. Upon arrival, the pilot flew three circuits, with one at low level, in order to familiarise himself with the airstrip before positioning to land on grass Runway 28. This was about 530 m in length and had an uphill slope. At the end of the runway were several farm gates that led to an adjacent field, bounded by a hedge, that was used for livestock. The reported wind was from 100° at 7 kt. The pilot recalled configuring the aircraft for the approach with the propeller set to its fine position, carburettor mixture fully rich and flown at a speed of 60 kt. The pilot stated that the flaps were set at an intermediate position between 20° and full flap.

A witness standing next to Runway 28 recorded video footage of the aircraft as it landed. The final sequence was not recorded, but the footage showed that the aircraft touched down about halfway along the runway. It remained on the ground for a further six seconds before the video ended. At this point it was estimated that the aircraft was about 110 m from the end of the runway.

The pilot stated that, as the aircraft touched down, he saw a horse appear near the end of the runway¹ and almost immediately initiated a baulked landing. At the same time, the passenger also verbalised the need to go around as the aircraft had landed further along the runway than intended. The pilot stated that he then set the flaps to 20° and advanced the throttle to the full power position but the aircraft did not accelerate as expected. As the aircraft approached the end of the runway it started to become airborne but then hit the farm gates. The aircraft subsequently touched down in the adjacent field where it overturned and came to rest inverted (Figure 1). The pilot and passenger were uninjured and vacated the aircraft unaided, but the aircraft was damaged beyond economic repair.

The pilot considered that the aircraft did not accelerate and climb as expected because of a possible loss of engine power or malfunction with the constant speed propeller.



Figure 1
M-GOLF after the accident

Footnote

- ¹ When the pilot initially saw the horse, it was not clear to him if it was within the boundary of the airstrip. After the accident, the pilot confirmed that the horse had been in the field beyond the end of the runway and behind the closed farm gates that the aircraft subsequently hit.