

Cessna 172M, G-SEXI

AAIB Bulletin No: 3/2002	Ref: EW/G2002/02/05	Category: 1.3
Aircraft Type and Registration:	Cessna 172M, G-SEXI	
No & Type of Engines:	1 Lycoming O-320-E2D piston engine	
Year of Manufacture:	1975	
Date & Time (UTC):	2 February 2002 at approximately 1630 hrs	
Location:	Nayland Airfield, near Colchester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Aircraft damaged beyond economic repair	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	340 hours (of which 125 were on type)	
	Last 90 days - 30 hours	
	Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had planned a local flight from Southend airport. Prior to flight the fuel water drain check was satisfactory and the engine performance during the take off and climb was normal. Shortly after becoming established in the cruise the engine started to cough and vibrate. The pilot selected maximum carburettor heating, checked the magneto selections and flew towards Nayland, which was the nearest suitable airfield. After approximately one minute the engine was still 'coughing' and misfiring so the pilot decided to complete a precautionary landing on Runway 32 at Nayland. This runway is a grass strip 600 metres long and 20 metres wide with a pronounced up slope. There was no significant weather and the surface wind was estimated to be 240°/20-25 kt.

For the landing the pilot selected 2 stages of flap and commenced the flare at approximately 70 kt. During the touch down however the aircraft bounced, overran the landing strip and struck a hedge at the far end of the runway coming to rest inverted in a field beyond the hedge. Prior to vacating the aircraft, via the left door, the pilot selected the fuel, avionics and master switch to OFF. The

passengers vacated the aircraft via the right door that was initially difficult to open. The front seat passenger had been briefed to unlock his door prior to touchdown but had not done so. The pilot and passengers, who had all been wearing lap and diagonal seat belts, vacated the aircraft without injury.

The pilot assessed the cause of the accident as being 'probably due to carburettor icing'. This may have been the cause of the engine problem but more relevant was the Chief Flying Instructor's comment that the airspeed during the flare was too high with 2 stages of flap selected.