

# Cessna 182F, G-ASLH

**AAIB Bulletin No: 2/2001**

**Ref: EW/G2000/11/15 - Category: 1.3**

**Aircraft Type and Registration:** Cessna 182F, G-ASLH

**No & Type of Engines:** 1 Continental Motors O-470-R piston engine

**Year of Manufacture:** 1963

**Date & Time (UTC):** 12 November 2000 at 1600 hrs

**Location:** Parham Airfield, Suffolk

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Nose landing gear collapsed

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 47 years

**Commander's Flying Experience:** 486 hours (of which 257 were on type)

Last 90 days - 10 hours

Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft had returned from Stapleford aerodrome and was landing at Parham Airfield on Runway 24 which had a 650 metre concrete surface, which was described as damp in patches. The surface wind was light at about 4 to 5 kt aligned with the runway. The pilot decided that he would make maximum use of the runway length available by touching down on the runway threshold. He completed the pre-landing checks on the downwind leg of the left-hand circuit, selecting two of the four stages of flap available. The approach was stabilised at approximately 60 kt on the runway heading, which meant that the low sun was shining down the runway making forward vision difficult due to the glare. The pilot flared the aircraft at about the normal height but touched down in the undershoot, the nose landing gear striking a low ridge where the old rough surface met the useable concrete surface.

The nose landing gear tyre burst and the oleo collapsed rearward. This permitted the propeller to strike the ground. The aircraft came to a halt after some 30 metres. The pilot carried out the emergency shut down drills and he and his passenger vacated the aircraft through the normal side doors.

The pilot concluded that the very low sun had affected his ability to see the runway and in particular his landing spot. Having realised the problem he felt he should either have gone round from the approach or applied more power to prevent landing in the undershoot.