

No: 12/90 **Ref:** EW/G90/09/17 **Category:** 1c

Aircraft Type and Registration: Reims Cessna F172H, G-BFJV

No & Type of Engines: 1 Continental O-300-D piston engine

Year of Manufacture: 1968

Date and Time (UTC): 28 September 1990 at 1155 hrs

Location: Sleaf Aerodrome, Myddle, Shropshire

Type of flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to both mainplanes, nose leg, propeller, engine cowling and firewall

Commander's Licence: Private Pilot's Licence

Commander's Age: Not known

Commander's Total Flying Experience: 195 hours (of which 48 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

Of the original three runways at Sleaf Aerodrome only two remain in use and these are of reduced length. There are lengths of the original paved runways before each runway start and beyond each runway end. These areas are marked with diagonal crosses to signify that they are unfit for aircraft movement (refer to Rules of the Air, Rule 43). The perimeter taxiway is not licenced for use by aircraft and cannot be reached without passing a diagonal cross. The only approved taxiway is a short stub between the intersection of the runways and the parking area outside the clubhouse.

The aircraft touched down on runway 23, close to the intersection with runway 19, some 500 metres before the runway stop line. Because he was aware that another aircraft was landing behind him, the pilot taxied beyond the runway end, over the white cross and on for some 450 metres until he reached the end of the paved surface. He encountered no warning notice to indicate that the perimeter taxiway was not fit for aircraft use and, accordingly, turned left to taxi anti-clockwise to the clubhouse.

Soon after passing the original threshold of runway 01 he saw on his right side a concrete and brick vehicle inspection ramp. He moved to the left of the taxiway and the left wing struck two sections of angle iron that he had not seen against the background landscape. The aircraft swung rapidly to the left, the right wingtip struck the ground and the aircraft tipped on to its nose before settling back to a level attitude.

With his accident report the pilot sent to the AAIB a copy of the landing chart he used, which was a copy of the Jeppeson landing chart for Sleaf dated 28 Jan 87. This chart showed the full length of all three original runways in solid black. Closer inspection showed that the chart was a modified version of an earlier chart. The white outlines of the out of use runway and the extensive sterile areas at the ends of the usable runways had been neatly shaded with black ink, which obscured the diagonal crosses shown on the chart and showed the runways starting and ending at the perimeter taxiway. The correct runway lengths of 802 metres and 745 metres were, however, shown and arrows indicated the beginnings and ends of the runways with their elevations. The current Jeppeson landing chart for Sleaf, dated 30 Aug 89, correctly depicts the licenced runways. The pilot later stated that he interpreted white crosses on runways to indicate that the marked sections were not available for take-off and landing.

After further investigation it was recommended to the CAA that aerodrome information in the UK AIP should include warnings wherever taxiways are unfit for aircraft movement.