

ACCIDENT

Aircraft Type and Registration:	Cessna A185E, SE-FMX	
No & Type of Engines:	1 Continental IO-520D piston engine	
Year of Manufacture:	1978 (Serial no: 18501740)	
Date & Time (UTC):	5 April 2014 at 1300 hrs	
Location:	Bentwaters Airfield, Suffolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Engine shock-loaded, propeller, wings and fin damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	200 hours (of which 15 were on type) Last 90 days - 1 hour Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was landing on the tarmac Runway 25 at Bentwaters Airfield, with wind from 180° at 15 kt. Having observed the windsock, the pilot made a wing-down crosswind approach with the tail wheel locked in the trailing position to assist directional control on the ground. On touchdown there was a slight bounce before the aircraft settled on all its wheels. It then slewed violently to the left and the right tyre "dug in", causing the right wing to contact the runway and tipping the aircraft on its nose while still travelling at approximately 50 mph. The aircraft came to rest inverted and the uninjured occupants vacated it using the normal exits.

The pilot stated that he underestimated the severity of the gusting crosswind and had been unable to prevent the aircraft yawing into wind. He commented that the aircraft had a "notoriously big fin", making it particularly susceptible to crosswinds, and that in future he would avoid landing in a crosswind of this magnitude.

Even in crosswinds less than the demonstrated maximum for a type, rudder alone may not be sufficient to maintain directional control. Applying into-wind aileron throughout the landing ground roll can assist in maintaining directional control. There was no indication of any pre-existing mechanical defect that might have affected the outcome.