



## Accident to the Cessna F172M registered F-BUEQ

on 29 March 2019

at Semur-en-Auxois (Côte-d'Or)

<sup>(1)</sup>Except where otherwise indicated, times in this report are local.

<b>Time</b>	13:01 <sup>(1)</sup>
<b>Operator</b>	François 1 <sup>er</sup> aero club
<b>Type of flight</b>	Cross-country
<b>Persons onboard</b>	Pilot and two passengers
<b>Consequences and damage</b>	Pilot and passengers slightly injured, aeroplane severely damaged

This is a courtesy translation by the BEA of the Final Report on the Safety Investigation published in March 2020. As accurate as the translation may be, the original text in French is the work of reference.

## Loss of control during go-around, collision with ground

### 1 - HISTORY OF THE FLIGHT

The pilot, accompanied by a passenger, took off at around 10:20 from Vitry-le-François Vauclerc aerodrome (Marne) for a cross-country flight to Semur-en-Auxois aerodrome. He made a stopover at Reims Prunay (Marne) to embark a second passenger and left for his destination at around 11:25.

On arriving at his destination, the pilot overflew the aerodrome, to check, in particular, the windsock. After analysing the latter and observing that there was no other traffic in the aerodrome circuit, he joined the circuit for paved runway 22.

During the approach, thinking that he was too high above the approach slope, he carried out a go-around and flew a new aerodrome circuit.

During the second approach, when the aeroplane was at a height of around one metre, it suddenly slewed to the right. The pilot applied full power for a go-around but was unable to keep control of the aeroplane. A wing came into contact with the grass runway. The nose gear touched down, sunk into the soft ground and failed. The aeroplane came to a stop after a few metres.

### 2 - ADDITIONAL INFORMATION

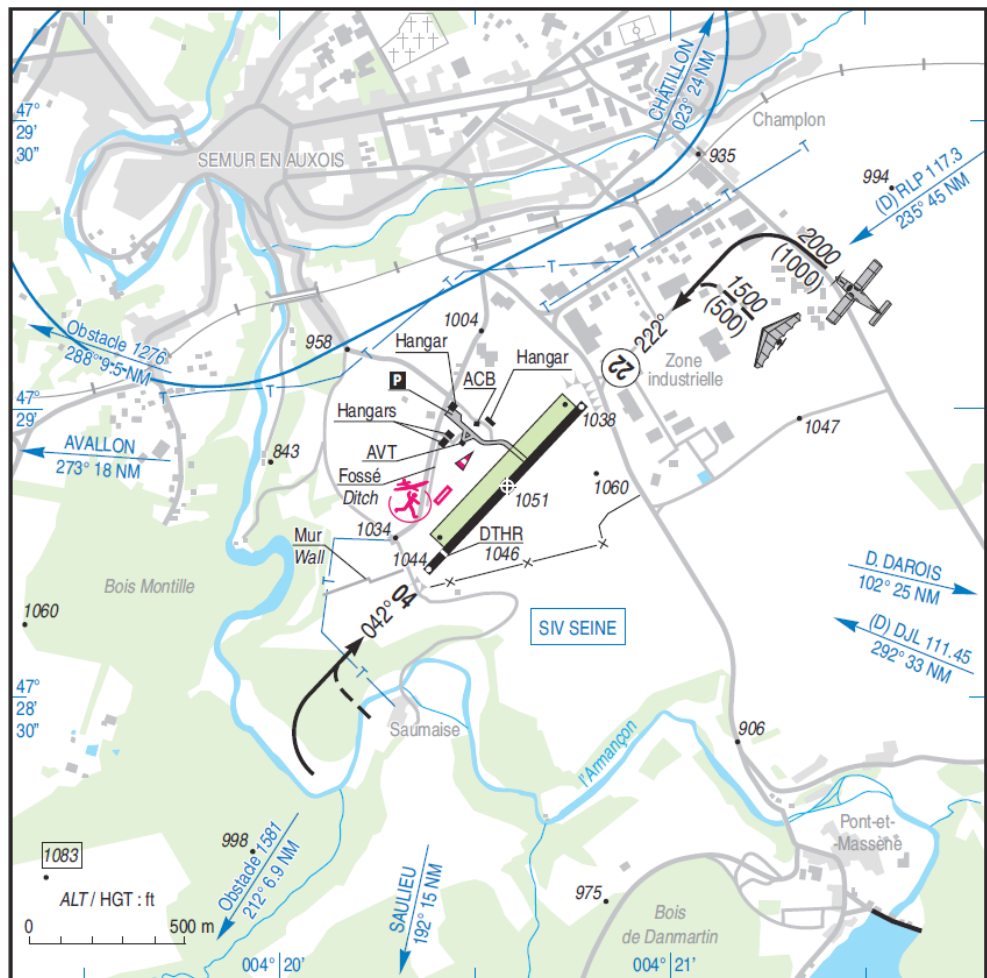
#### 2.1 Pilot information

The pilot, aged 53, has held an aeroplane private pilot licence (PPL(A)) since February 2019 after completing his training, started in April 2017, on the Jodel D-112 and DR300<sup>(2)</sup>. He had been released on the Cessna 172 one week before the accident, on 22 March 2019 after carrying out three dual-control familiarization flights.

<sup>(2)</sup>The Jodel D-112 and the DR300 are low-wing aeroplanes.

He had logged around 135 flight hours, of which 6.5 hours in the preceding month and 4 hours on type of which 2.5 hours as pilot-in-command.

## 2.2 Aerodrome Information



Source: AIS

Excerpt from LFGQ VAC chart

Semur-en-Auxois aerodrome is an uncontrolled aerodrome open to public air traffic.

It has two parallel runways oriented 042°/222°.

One is paved and measures 732 m x 25 m.

The second is a grass runway measuring 620 m x 60 m.

In the special instructions and procedures for this aerodrome, it is mentioned, in particular, that QFU 222° is to be preferred due to the runway length available for landing and that the unpaved runway is reserved for aircraft based at the aerodrome.

## 2.3 Meteorological information

The meteorological conditions in the region recorded by Météo-France at the time of the accident were as follows:

- CAVOK;
- temperature  $\approx 15^{\circ}\text{C}$ ;
- regional QNH  $\approx 1027$  hPa.

Convection was in place and thermal updrafts and downdrafts were present with small-scale weak turbulence.

There was an easterly to southeasterly wind of 2 to 8 kt with gusts up to 12 kt in the morning. Between 13:00 and 14:00, the wind changed direction and became a southwesterly wind of 3 kt with gusts which were not so strong as in the morning. The Météo-France analysis shows that the change in wind direction was sudden and that it is possible that it occurred at the time of the accident on the Semur-en-Auxois aerodrome.

## 2.4 Pilot statement

The pilot indicated that the planned flight was a triangle between Vitry-Le-François Vauclerc, Reims Prunay, Semur-en-Auxois back to Vitry-Le-François Vauclerc. He had already carried out this cross-country flight around one month previously as pilot-in-charge of a DR300.

He specified that his observations of the windsock led him to expect a left crosswind component for the landing on runway 22. During the pre-landing briefing, he chose to use a full flap configuration and was prepared to encounter a left crosswind.

He indicated that he carried out a go-around on final and started a second aerodrome circuit.

During the second approach, thinking that the aeroplane was correctly stabilized, he completely reduced power when passing over the threshold. He remembered feeling the aeroplane swerve to the right during the flare. He carried out a go-around, applying full power and directly retracting the flaps from the full flap to 0° position. He then lost roll and pitch control of the aeroplane. The aeroplane collided with the ground on the grass runway.

## 2.5 Aircraft information

The Cessna F172M is a single-engine, high wing aeroplane.

According to the flight manual, the crosswind limitation is 15 kt. It recommends using, when having to land in crosswind conditions, minimum flap according to the length of the strip.

The landing performance of the aircraft was compatible with the runway length available whatever the flap configuration.

It is also specified in the flight manual that in the event of a go-around, the flaps must be raised to 20°, then, when the aeroplane has gained sufficient speed (at least 92 km/h), the flaps are fully retracted.

## 3 - LESSONS LEARNED AND CONCLUSION

The pilot's decision to land in the "full flap" configuration in crosswind conditions may have contributed to the difficulties that he encountered during the landing.

During the go-around, the pilot completely retracted the flaps immediately after applying full power without ensuring that he had sufficient speed. The pilot then lost control of the aeroplane, leading to the collision with the ground.

The pilot's small amount of experience on Cessna 172s may have contributed to the event.