



DUTCH
SAFETY BOARD

Summary

Runway excursion during crosswind landing

Reims aviation F172N



Summary

Runway excursion after crosswind landing

Reims aviation F172N

The Hague, February 2020

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The Dutch Safety Board

When accidents or disasters happen, the Dutch Safety Board investigates how it was possible for these to occur, with the aim of learning lessons for the future and, ultimately, improving safety in the Netherlands. The Safety Board is independent and is free to decide which incidents to investigate. In particular, it focuses on situations in which people's personal safety is dependent on third parties, such as the government or companies. In certain cases the Board is under an obligation to carry out an investigation. Its investigations do not address issues of blame or liability.

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N.B. The full report is published in the Dutch language. If there is a difference in interpretation between the Dutch report and English summary, the Dutch text will prevail.

GENERAL INFORMATION

Occurrence number	2018133
Classification	Accident
Date and time of occurrence	7 april 2018, 14.03 hours UTC
Location of occurrence	Lelystad Airport, the Netherlands (EHLE)
Aircraft registration	PH-EAM
Aircraft model	Reims Aviation F172N
Aircraft type	Wing aircraft, single engine
Flight type	Recreational flight
Flight phase	Landing
Damage to aircraft:	Substantial
Number of crew	One
Number of passengers	One
Injuries	None
Other damage	Electrical power supply cable runway lights
Light conditions	Daylight

SUMMARY

The pilot and his passenger in a Reims Aviation F172N, registered as PH-EAM, flew from aerodrome Midden-Zeeland (EHMZ) to Lelystad Airport (EHLE). During a crosswind landing the pilot lost control over the aircraft, whereupon it veered off to the left leaving the paved runway and turning over its nose. It came to a stop in an inverted position without injuries to the occupants. The nose wheel strut was broken, one propeller blade was bent and the wings of the aircraft were damaged.

The pilot lost control, because he did not apply the proper technique for a crosswind landing. Consequently, during landing roll out the left main wheel came off the runway whilst the remaining wheels no longer aligned with the direction of movement. These two factors reduced braking capacity. The investigation revealed that the pilot experienced a significantly stronger crosswind than he had anticipated.



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