

# FINAL REPORT

AAIU Synoptic Report No: 2005-023

AAIU File No: 2005/0058

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 12 September 2005, appointed Frank Russell as the Investigator-in-Charge to carry out a Field Investigation into this occurrence and prepare a Synoptic Report.

**Aircraft Type and Registration:** Cessna 172N, EI-BCK

**No. and Type of Engines:** One, Lycoming 0320

**Aircraft Serial Number:** 1543

**Year of Manufacture:** 1976

**Date and Time (UTC):** 12 September 2005 @ 07.15 hrs

**Location:** Clonbullogue Airfield, Co Offaly.

**Type of Flight:** Aerial Work

**Persons on Board:** Crew - One Passengers - None

**Injuries:** Crew - Nil Passengers - Nil

**Nature of Damage:** Minor

**Commander's Licence:** Airline Transport Pilot's Licence.

**Commander's Details:** Male, aged 54 years

**Commander's Flying Experience:** 14,500 hours, of which 2,000 were on type

**Information Source:** Operator advised the occurrence to AAIU.  
AAIU Incident Report Form submitted by Pilot.

## SYNOPSIS

Having routed from Weston Aerodrome the pilot landed in Clonbullogue Airfield in order to pick up passengers. The landing was deep and fast, resulting in a runway excursion through the runway perimeter wire fence, with the aircraft stopping in the airfield boundary ditch.

## **1. FACTUAL INFORMATION**

### **1.1 History of the Flight**

The pilot departed Weston at 07.45 hrs local time for Clonbullogue where he intended picking up two passengers and carrying out a prearranged Wildlife Survey on portions of the River Shannon. Clonbullogue has one Runway (RWY), 27/09, which is 775 metres in length. The airfield status is Licensed Private PPR (Prior Permission Required). In this event there were no fire/rescue services available as the airfield owners had not been notified of the early arrival.

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The pilot recalled that on left downwind RWY 27 the airfield windsock showed little or no wind. He later discovered on landing on RWY 27 that he may in fact have had a 2-4 kt South-East tailwind. In addition, the grass runway was very wet with early morning dew. The combination of a faster than normal approach speed, landing too deep, a slight tailwind and insufficient surface friction for deceleration, even when the aircraft was turned onto the slightly longer grass off the runway, all these factors led to the runway excursion. As the aircraft was still not stopping in the confines of the airstrip the pilot stopped the engine by leaning the mixture to the Idle Cut-Off (ICO) position. The aircraft went through a light airfield perimeter fence and ended up in the hedge of the airfield boundary ditch. There was no fire and no injuries reported by the pilot. Minor damage to the engine cowl was noted when the aircraft was pulled free of the hedge/ditch later that day. The pilot's action of cutting the engine probably prevented serious prop damage or other damage.

On reflection, the pilot said that he should have discontinued the approach and carried out a go-around.