

SERIOUS INCIDENT

Aircraft Type and Registration:	BN2A Mk.III-2 Trislander, G-RLON
No & Type of Engines:	3 Lycoming O-540-E4C5 piston engines
Year of Manufacture:	1975 (Serial no: 1008)
Date & Time (UTC):	12 January 2014 at 1800 hrs
Location:	Alderney Airport, Channel Islands
Type of Flight:	Commercial Air Transport (Passenger)
Persons on Board:	Crew - 1 Passengers - 5
Injuries:	Crew - None Passengers - None
Nature of Damage:	None (Damage to 3 runway lights)
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	54 years
Commander's Flying Experience:	6,304 hours (of which 1,133 were on type) Last 90 days - 50 hours Last 28 days - 24 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

During a landing in heavy rain and with a strong crosswind the aircraft was blown from the asphalt runway surface onto the grass edge of the runway, damaging three runway lights. The aircraft was undamaged.

History of the flight

The aircraft was making an approach into Alderney Airport after a routine flight from Guernsey. The pilot stated that, during the latter stages of the approach, there was a strong, gusting southerly crosswind and that the rain suddenly intensified. The pilot also stated that, during the landing roll, a very strong gust of wind was felt from the left such that the right main landing gear lost grip in a large area of standing water. The aircraft veered to the right, off the asphalt surface and onto the grass area at the side of the runway. The pilot was able to steer it back onto the asphalt section of the runway. The aircraft was undamaged but ATC subsequently discovered that the right main wheels had run over and damaged three runway edge lights.

Meteorological information

The Alderney Airport weather report for 1750 hrs indicated surface wind from 190° at 19 kt gusting 30 kt, visibility 5,000 m, rain, broken cloud at 500 ft, temperature 9°C, dewpoint 9°C and sea level pressure 1007 hectopascals.

The weather forecast for the period of the incident was surface wind from 160° at 24 kt, visibility 9,000 m, rain, scattered cloud at 800 ft, broken cloud at 1,200 ft, becoming between 1700 hrs and 1900 hrs, surface wind from 160° at 27 kt gusting 40 kt, visibility 5,000 m, rain, broken cloud at 500 ft. While the aircraft was on the approach, Alderney ATC reported surface wind from 170° at 20 kt and subsequently 180° at 19 kt.

Alderney Airport

Alderney Airport has a mixture of grass and asphalt runways. The main Runway 26/08, other than its thresholds, is 23 m wide comprising an 18 m asphalt centre section with 2.5 m of grass each side. The thresholds are asphalt over the full width. The runway is equipped with high intensity edge lighting located just outside the declared width of the runway. There are no other markings denoting the edge of the runway. At the time of the incident, a NOTAM was in force stating '*RWY 08/26 WIDTH REDUCED TO 18M DUE SFC CONDITION*'.

Analysis

The aircraft encountered heavy rain shortly before touchdown and a strong crosswind gust shortly after touchdown. The strong gust and loss of the main landing gear grip in standing water caused the aircraft to veer to the right, off the asphalt surface and onto the grass area to the side of the runway.

Safety action

As a result of this incident, the operator reviewed its operation into Alderney and reduced the crosswind limit for its Trislander aircraft to 20 kt while the runway declared width is reduced.