

No: 8/92

Ref: EW/G92/06/27

Category: 1c

**Aircraft Type and Registration:** Socata TB20 Trinidad, G-EWFN

**No & Type of Engines:** 1 Lycoming IO-540-C4D5D piston engine

**Year of Manufacture:** 1990

**Date & Time (UTC):** 27 June 1992 at 0804 hrs

**Location:** St Mary's Airport, Scilly Isles

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 3

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Damage to leading edges of both wings

**Commander's Licence:** Private Pilot's Licence with IMC and Night ratings

**Commander's Age:** 63 years

**Commander's Flying Experience:** 802 hours (of which 160 were on type)  
Last 90 days - 56 hours  
Last 28 days - 17 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was inbound from Bristol, and was passed the current weather by ATC as a surface wind of 110°/3 kt, visibility 8 km in haze, temperature 17°C, QNH 1023 mb, QFE 1019 mb. ATC advised that the runway in use was 33, with only a slight tailwind component, to take advantage of the longer hard surfaced runway length available (600 metres). The pilot reported that he made the approach with full flap at 80 kt, in order to avoid the effects of any clifftop turbulence, but did not touch down sufficiently close to the runway threshold. The runway is hump-backed, reaching a peak at its mid-point, and by the time the aircraft had crossed this point towards the downhill section, still at relatively high speed, the pilot realised that there would be insufficient distance available to stop the aircraft or to execute a go-around. He therefore elected to turn right off the runway across the grass, in order to avoid an escarpment at the end. The aircraft crossed the grass decelerating, and came to rest at the boundary fence, damaging a runway edge light and a set of traffic lights on the perimeter road in the process. The damage to the wing leading edges was caused by contact with the boundary fencing.

The pilot considers that he made the approach too fast, and touched down too far down the runway for the prevailing conditions, and should have initiated a go-around at the first indication of a problem.