

ACCIDENT

Aircraft Type and Registration:	Tecnam P92-EA Echo, G-TCNM	
No & type of Engines:	1 Jabiru Aircraft Pty 2200A piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	10 September 2006 at 1050 hrs	
Location:	Greenlands Airstrip, near Holywell, Denbighshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to the nose landing gear, propeller, engine, cowlings, fuselage and wings	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	258 hours (of which 43 were on type) Last 90 days - 23 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was landing after carrying out a series of circuits. The pilot had decided to use a runway with a downwind component because of the presence of sheep near the threshold of the reciprocal runway when he took off. After landing, the aircraft swerved to avoid a sheep and ran off the end of the damp grass landing surface on to rough ground.

History of the flight

The pilot was practising circuits at his 'home' airfield in good weather, with a surface wind of 150°/10 kt. He reported that, during the landing on grass Runway 32, the aircraft experienced a tailwind which increased its stopping distance and, in avoiding a sheep, G-TCNM

ran off the end of the runway on to rough ground. In the process, the nose landing gear collapsed and the aircraft sustained damage to its propeller, engine, cowlings, forward fuselage and wings. The pilot was uninjured and exited the aircraft through the cabin door.

In his report, the pilot concluded that the accident was the result of not taking into account the combination of the down slope on the runway after the first 200 metres, the dampness of the grass surface and the tail wind. He had decided to use Runway 32, as opposed to the into-wind Runway 14, because of the presence of sheep clustered near the threshold of Runway 14. While the aircraft was airborne, these sheep moved on to the runway.

CAA General Aviation Safety Poster, entitled:

AIRSTRIPS, think Hedgerow NOT Heathrow

reminds pilots of the operational considerations regarding airstrips, namely to check length, obstructions, slope, surface and animals. The CAA's General Aviation Safety Sense Leaflet 12d, entitled *Strip Sense*, advises that:

'it is vital to remove all live-stock from the runway prior to take off and prior to landing. Thus, if

animals have access to the strip, assistance by a friend or farmhand is essential. Animals are unpredictable.'

The publication *Lockyears Farm 'Strips' and Private Airfields Flight Guide*, contains an entry for Greenlands Airfield which includes:

Remarks: Livestock on field.