

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 172M Skyhawk, G-BBKZ	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2D piston engine	
<b>Year of Manufacture:</b>	1973	
<b>Date &amp; Time (UTC):</b>	25 June 2010 at 1058 hrs	
<b>Location:</b>	Land's End Airport, Cornwall	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Propeller, engine shock loaded, ventral antenna, cowling, left wheel cover	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	68 years	
<b>Commander's Flying Experience:</b>	345 hours (of which 283 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed Exeter for a cross country flight to Land's End (St Just) Airport. The weather was good and the transit was uneventful. The weather at St Just was wind calm, visibility in excess of 10 km and cloud FEW at 2,000 ft. The pilot was cleared for a straight-in approach for the left side of Runway 25 but the first approach was abandoned. A go-around was executed, with the aircraft being positioned downwind for Runway 25. Excessive altitude was gained during the go-around and the aircraft was still high when it was established on the final approach to Runway

25. In an attempt to lose height, power was reduced to idle and full flap lowered. The aircraft touched down at about the midpoint of the 695 metre dry, grass runway and, despite maximum braking, overran the end, entered a hedge at low speed and collided with the airport perimeter fence. The occupants were uninjured and vacated the aircraft through the normal exit. The pilot considered that he had landed long and fast in the calm wind conditions, with the down slope at the western end of the runway possibly a contributory factor.