

ACCIDENT

Aircraft Type and Registration:	Cessna 172R, G-EGEG	
No & Type of Engines:	1 Lycoming IO-360-L2A piston engine	
Year of Manufacture:	2000	
Date & Time (UTC):	6 June 2006 at 1730 hrs	
Location:	Strathallan Airport (Airfield), Auchteraunder, Perthshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Wing leading edges and nose landing gear spat damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	67 years	
Commander's Flying Experience:	1,777 hours (of which 1,760 were on type) Last 90 days - 34 hours Last 28 days - 16 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft, with four people on board, touched down approximately 100 m into Runway 10 at Strathallen, which is 600 m in length. Due to a combination of the aircraft's high weight and a light headwind, the aircraft did not slow down as expected. Initially, a go-around was attempted but the aircraft collided with the boundary fence, ran across a field and down a slope, where it was stopped by a row of trees. The occupants sustained no injuries.

History of the flight

The pilot had taken his wife and two other relatives on a two hour sight-seeing flight in the Fort William area. On returning to Strathallan, he confirmed from

his GPS receiver that the local winds were light and variable, and that the circuit was clear. After a long final approach, the aircraft landed approximately 100 m along Runway 10, which is a 600 m long grass surface. Despite raising the flaps and braking hard, the aircraft ran on more than the pilot expected. Worried by his proximity to the approaching boundary fence, the pilot re-applied power in an attempt to go-around, but there was insufficient distance remaining. The aircraft passed through the fence, following which the engine was shut down, and ran across an adjacent field and down a slope, coming to rest after colliding with a line of trees. All of the occupants were uninjured and vacated the aircraft normally. The nose landing gear spat was damaged as

were the inner portions of the wing leading edges where they had hit the trees. There was no fire.

more momentum than expected, and increased ground speed on touch-down due to the lack of head wind.

The pilot reported that he usually operated the aircraft solo and attributed the accident to the aircraft having