

ACCIDENT

Aircraft Type and Registration:	Skyranger J2.2(1), G-RAFR	
No & Type of Engines:	1 Jabiru Aircraft PTY 2200 piston engine	
Year of Manufacture:	2004 (Serial no: BMAA/HB/410)	
Date & Time (UTC):	6 January 2013 at 1330 hrs	
Location:	Hollym Airfield, East Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller and cowlings	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	1,344 hours (of which 16 were on type) Last 90 days - 16 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot was returning to his home airfield at North Moor but found that it, and others in the vicinity, had closed due to poor visibility. He saw that Hollym Airfield was clear but, upon touching down found that there was a lack of braking action and ran into a fence at the end of the runway at slow speed. A combination of very wet runway conditions and a misidentification of the runway he had been recommended to use were probably responsible for the overrun.

History of the flight

The pilot was one of a number who attended a 'fly-in' at North Coates Airfield. The flight to, and arrival at, North Coates was uneventful but when he departed to return to North Moor Airfield, the pilot noticed a build-up of

cloud between 500 and 1,000 ft and decided to fly down the Humber river, which was clear of cloud. The wind was light from the southwest. As he approached the Humber Bridge, he realised that he would not be able to make North Moor and he heard other airborne aircraft contacting Humberside Airport for information regarding a possible diversion there. They were informed that the airport was closed due to fog, so the pilot and the other aircraft started to head back to North Coates.

It was established that airfields surrounding North Coates were closed either due to visibility or were waterlogged, but the pilot could see that Hollym, on the coast, was clear and he informed North Coates of his intention to divert there. Other aircraft, on hearing this, decided to do the same.

He contacted Hollym on the radio and informed them that he was downwind for Runway 17 (Figure 1) but, as he approached the cliff edge, he realised that he was too high and decided to go around. He was now concerned about his fuel state and the airfield suggested that he used the “cliff-top” runway as this was the longest. The pilot turned left and approached on what turned out to be Runway 31, touching down just after the threshold, however when he applied the brakes “nothing happened”. He tried to steer the aircraft into the long grass at the side of the runway, but the rudder also appeared ineffective

and it continued in a straight line before coming to a halt due to contact with a fence at the end of the runway. The slow speed at the moment of contact meant that the damage to the aircraft was minimal and there were no injuries.

The pilot now realises that the term “cliff-top” runway was intended to describe Runway 32 but he states that it was difficult to discern this runway due to a lack of recent mowing and that it appeared closer to the cliff edge than depicted on the airfield chart. He

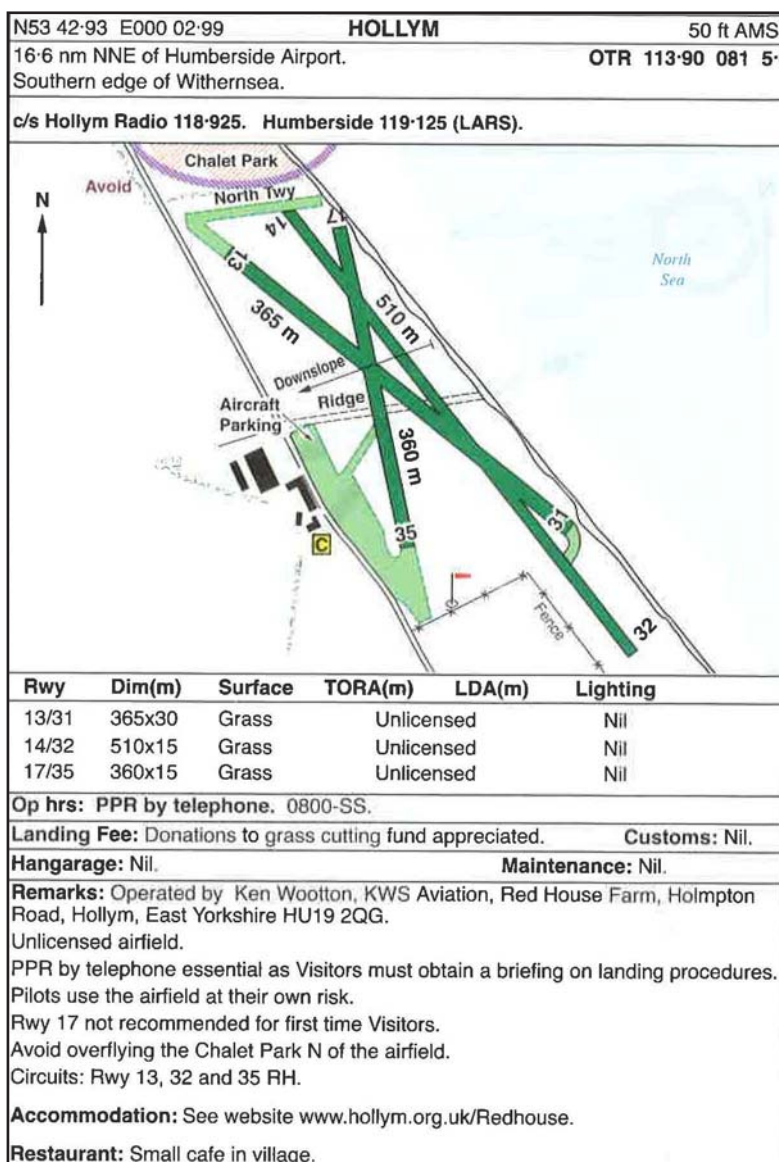


Figure 1
Airfield chart for Hollym

states that other diverting aircraft also had similar problems in establishing which the suggested runway was. He believes that it was the very wet condition of Runway 31 which led to the lack of braking action but is of the opinion that he made the correct decision to

divert to Hollym, despite the fact that he had not visited there before because of its location on the cliff top. In retrospect, he realises that he should have checked the forecast at North Moor before departing North Coates.