

Cessna 172R, G-OPFT

AAIB Bulletin No: 1/2001

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Aircraft Type and Registration: Cessna 172R, G-OPFT
No & Type of Engines: 1 Lycoming IO-360-L2A piston engine
Year of Manufacture: 1998
Date & Time (UTC): 14 November 2000 at 1630 hrs
Location: Newtownards Airport, Co. Down
Type of Flight: Private
Persons on Board: Crew - 1 - Passengers - None
Injuries: Crew - None - Passengers - N/A
Nature of Damage: Substantial damage to landing gear, lower fuselage, propeller and engine shock loaded
Commander's Licence: Private Pilot's Licence
Commander's Age: 40 years
Commander's Flying Experience: 65 hours (of which 6 were on type)
Last 90 days - 8 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had returned to Newtownards Airport having curtailed a local flight because of deteriorating weather. Runway 34 was the runway in use. This runway has a published landing distance of 566 metres and an asphalt surface that was damp. The meteorological conditions were: surface wind 320° /05 kt, visibility 10 kilometres and a local cloud base of approximately 2,000 feet. There were rain showers in the vicinity of the airport.

During the final approach rain was encountered. The touchdown was beyond the displaced threshold markers and the subsequent brake application appeared to the pilot to be ineffective. The aircraft ran off the end of the runway and came to rest in a shallow drainage ditch having struck some small boulders. The pilot, who had been using a lap and diagonal harness, was uninjured and vacated the aircraft without assistance after stopping the engine and selecting the fuel and electrics to OFF.

In his report the pilot stated that, on reflection, the approach speed may have been slightly high. It was later found that only 20° of flap, instead of the more usual full flap, had been selected prior to landing.

