

SERIOUS INCIDENT

Aircraft Type and Registration:	CEA DR400/2+2, Dauphin, G-GAOM	
No & Type of Engines:	1 Lycoming O-235-H2C piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	19 September 2008 at 0840 hrs	
Location:	Runway 12, RNAS Culdrose, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Main landing gear tyres burst	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	189 hours (of which 19 were on type) Last 90 days - 8 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot, ATC recordings and further enquires by the AAIB	

Synopsis

During a visual circuit at Royal Naval Air Station (RNAS) Culdrose, Cornwall, G-GAOM was cleared, by ATC, to "CONTINUE" as another aircraft had just landed. G-GAOM subsequently landed without clearance with the other aircraft still on the runway. As a result, G-GAOM braked very hard after landing, to avoid the other aircraft, and burst both tyres on the main landing gear.

History of the flight

G-GAOM was visiting RNAS Culdrose, Cornwall, from its base at Bodmin Airfield, with approximately 30 other light aircraft for a joint civil and military safety day. All visiting aircraft had been given a

runway landing slot by ATC. When G-GAOM joined the circuit it contained three other aircraft and there were other aircraft joining behind.

G-GAOM positioned right-hand downwind and the pilot was advised that he was number two in the landing sequence. As the aircraft turned onto right base, the pilot transmitted "TURNING RIGHT BASE BEHIND NUMBER ONE." ATC replied "CONTINUE" because the aircraft ahead had just landed; the pilot did not acknowledge this clearance.

G-GAOM subsequently landed on Runway 12 with the other light aircraft still on the runway. During

the landing roll both main landing gear tyres burst before the aircraft stopped about 400 m behind the now vacating aircraft. G-GAOM was unable to vacate Runway 12 until additional assistance arrived several minutes later.

Pilot's comments

The pilot commented that he did not hear the "CONTINUE" clearance transmitted by ATC. Although he saw the aircraft ahead on the runway, he considered that it would have vacated the runway before he landed.

He added that he was concentrating hard on flying his aircraft, as it was high and fast on the approach, and he failed to ensure the runway was clear before he landed.

He also felt compelled to land due to runway slot time pressures and the other aircraft joining. After landing he applied maximum braking to stop his aircraft before reaching the other aircraft. In hindsight he believes he should have flown a go-around.

Safety actions

As a result of this incident ATC at RNAS Culdrose is reportedly ensuring that all visiting civilian flying clubs are pre-briefed on the circuit procedures and are establishing several Visual Reporting Points to aid the sequencing of arriving VFR traffic.