

AAIB Bulletin No: 1/94

Ref: EW/G93/11/16

Category: 1.2

Aircraft Type and Registration: Cessna 340A, G-JIMS

No & Type of Engines: 2 Continental TSIO-520-NB piston engines

Year of Manufacture: 1979

Date & Time (UTC): 29 November 1993 at 1814 hrs

Location: Dundee Airport

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to left landing gear and left propeller; damage to left mainplane

Commander's Licence: Commercial Pilot's Licence with Instrument Rating

Commander's Age: 33 years

Commander's Flying Experience: 1,775 hours (of which 490 were on type)
Last 90 days - 41 hours
Last 28 days - 23 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

During a flight from Cork to Dundee, the pilot contacted Dundee ATC 30 minutes before his ETA to check the latest weather. As the surface wind was passed as 150°/30 kt gusting 40 kt, the pilot then asked for the latest Edinburgh weather; the Edinburgh surface wind was reported as 140°/12 kt. The pilot decided to continue towards Dundee and monitor the wind conditions before making a decision to divert to Edinburgh. Ten minutes before ETA, following a further wind report of 130°/20 kt gusting 32 kt at Dundee, with little change at Edinburgh, the pilot decided to land at Dundee. During his approach to Runway 10, he experienced heavy rain, moderate turbulence and a gusting crosswind from the south east. ATC passed frequent wind checks to the pilot during this approach and the final wind passed was 150°/18 kt; the controller also noted a gust of 30 kt as the aircraft touched down. The pilot stated that his landing and initial ground roll were uneventful, but that shortly after touchdown a strong gust caused the aircraft to move towards the north side of the runway; at the side of the runway there were ice and snow deposits and the pilot stated that, as the left wheel of the aircraft ran over these deposits, he was aware of a dragging effect and he was unable to turn the aircraft back to the right. He decided to go-around and applied full power. However, by this time the aircraft had travelled

approximately 100 metres over the ice deposits and, almost simultaneously with the application of power, the left gear collapsed; the aircraft slewed off the runway onto the grass and came to rest 75 metres from the runway edge. The AFS had been on weather standby and were on the scene in less than 1 minute; all the aircraft occupants evacuated without injury.

The pilot stated that the accident was caused by a combination of gusting crosswinds, heavy rain, standing water and piles of ice and snow deposits on the runway; he considered that the absence of any one of these may have precluded the accident.