

Socata TB10 Tobago, G-BHDE

AAIB Bulletin No: 11/2001	Ref: EW/G2001/07/18	Category: 1.3
Aircraft Type and Registration:	Socata TB10 Tobago, G-BHDE	
No & Type of Engines:	1 Lycoming O-360-A1 AD piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	16 July 2001 at 1720 hrs	
Location:	Caernarfon Airport, North Wales	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Dent in both wings and propeller damage	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	31 years	
Commander's Flying Experience:	96 hours (of which 10 were on type)	
	Last 90 days - 18 hours	
	Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was landing on Runway 26 at Caernarfon after a flight from Liverpool. Runway 26 has a declared Landing Distance Available of 820 metres. No Air-Ground radio service was available at the time of the arrival. Consequently, the pilot overflew the airfield to observe the signals square and windsock which, according to the pilot's report, indicated Runway 26 was in use with a south westerly wind, estimated to have been about 5 kt. The pilot therefore flew a right hand circuit to a low approach and go around in order to assess the conditions.

The pilot's intention was to make a full stop landing from the subsequent circuit and full flap was selected and full fine pitch for the final approach. Having crossed the threshold at 75 kts, the pilot reported that the aircraft touched down on Runway 26, just beyond its intersection with the disused north westerly runway. The pilot assessed that the aircraft had a relatively high ground speed and he began to apply braking. The braking appeared to have limited effect and both front seat occupants applied significant toe brake inputs as the aircraft neared the end of the paved surface.

The main wheels locked and the retardation reduced, resulting in the aircraft skidding off the end of the runway. It collided with fence posts supporting a barbed wire fence which crossed the overrun area.

There was no fire and all four occupants vacated the aircraft by the normal means.

Subsequent engineering inspection revealed no technical problem which could have caused the over run. There were indications from other pilots present on the airfield at the time that the aircraft touched down a significant distance along the runway surface. Heavy skid marks were apparent towards the end of the available runway surface.

A record of the METARs for RAF Valley (some 11 nm north west of Caernarfon) indicated that at 1650 hrs the surface wind was from 080° at 5 kt. At 1750 hrs the surface wind was from 060° at 9 kt. An assessment of the synoptic chart by the Met Office indicated that the 2,000 ft wind was from 160° at 12 kt, which would have given a light easterly or north easterly surface wind at Caernarfon at the time of the accident.