ACCIDENT

Aircraft Type and Registration:	Cirrus SR22, N450CD
No & Type of Engines:	1 Continental Motors IO-550 Series Engine
Year of Manufacture:	2005 (Serial no: C/N 1478)
Date & Time (UTC):	5 April 2013 at 1750 hrs
Location:	Owen Roberts Airport, Grand Cayman
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Propeller tips heavily bent and nosewheel spat detached
Commander's Licence:	Private Pilot's Licence
Commander's Age:	71 years
Commander's Flying Experience:	378 hours (of which 228 were on type) Last 90 days - 8 hours Last 28 days - 8 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot was landing downwind at Owen Roberts Airport, Grand Cayman. The aircraft touched down and bounced twice before going around. Although the pilot was not immediately aware, the propeller tips had been damaged and the nosewheel spat had detached. An uneventful landing was made following a visual inspection of the landing gear by the control tower.

History of the flight

The aircraft arrived at Grand Cayman, following a flight from Edward Bodden Airport on Little Cayman. First contact was made with the control tower at Owen Roberts Airport (Figure 1) when the aircraft was at 30 miles DME at an altitude of 6,000 ft on an IFR flight plan. Two minutes later the pilot cancelled the IFR flight plan and, about four minutes after that, he crossed the eastern end of Runway 26/08 and was told to join the circuit 'left downwind' for Runway 08. The pilot reported downwind and was cleared to land. He was abeam the control tower at 1,200 ft and the wind was from about 200º at 16 kt, becoming 240/12 on finals and 240/10 on touchdown.

The aircraft bounced twice on touchdown before the pilot opened the throttle to go around. Although the propeller tips were later found to have been badly damaged, the pilot reports that the engine performed normally. However, an aircraft waiting at a holding point halfway along the runway saw debris fall off (subsequently found to be the nosewheel spat) and the Tower asked the pilot

to perform a fly-by for them to inspect the nose landing gear. Apart from the missing spat, nothing amiss was seen and the aircraft landed without further incident, a full emergency having been declared by the airport.

Discussion

The pilot attributed the heavy, nosewheel-first landing to several factors. He states that he had touched down at 85 kt instead of the target 70 kt and that this was largely due to his desire to land short and clear the runway as soon as possible since there had been much traffic waiting to land and take off. In addition, he was used to arriving 'right downwind' and turning over the coast (shown in Figure 1). He had employed the same technique with the 'left downwind' pattern but, because of the geography of the coastline, this put him about half a mile closer to the runway threshold. He believes that the propeller strike occurred on the second bounce and that he should have gone around after the first.

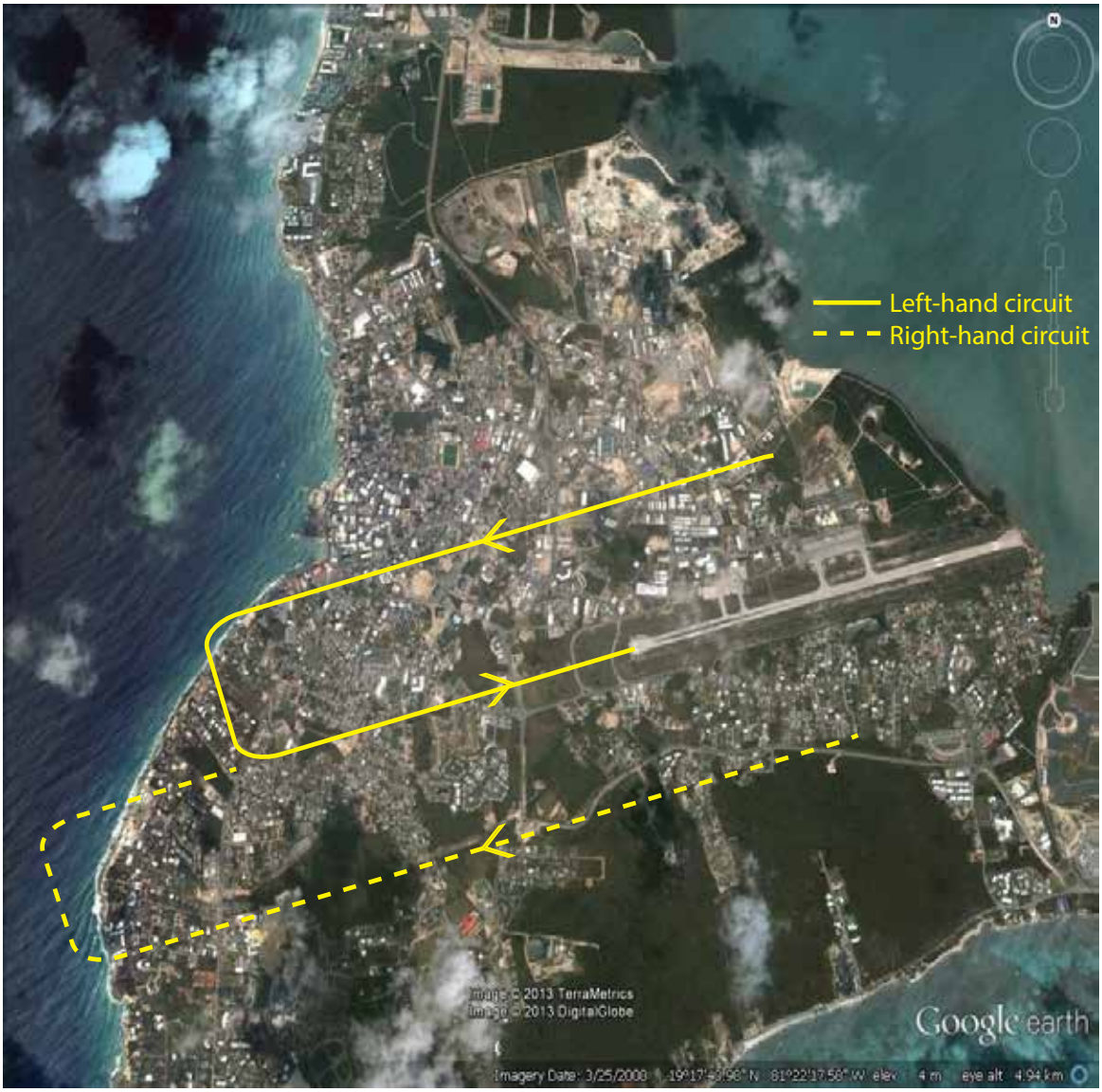

Figure 1

Aerial view of Owen Roberts Airport with left-hand circuit, and right-hand circuit more normally flown by the pilot of N450CD