

INCIDENT

Aircraft Type and Registration:	Cessna 172C, G-ARYK	
No & Type of Engines:	1 Continental O-300-C piston engine	
Year of Manufacture:	1962	
Date & Time (UTC):	4 November 2004 at 1654 hrs	
Location:	Lydd, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Dent in right horizontal stabiliser leading edge	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	75 years	
Commander's Flying Experience:	308 hours (of which 102 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Following a local flight, the pilot prepared, about 1654 hrs, for an approach to Runway 03 at Lydd Airport. Official sunset was 1630 hrs which, together with a reported cloud cover estimated to be about 3 oktas, resulted in degraded visual conditions for the landing.

On the day of the accident, work was being carried out at the start of Runway 03. This displaced the threshold of the runway by 500 metres and the area of work in progress (WIP) was indicated by a series of red blocks, followed by a line of black cones (with reflective strips), across the runway. In addition, the runway lighting had been reduced, with illuminated edge lights commencing some distance beyond the line of black cones. The WIP had been communicated in a NOTAM, which stated:

'A)EGMD B)0410270800 C)0411231700 EST
E)RWY 03/21 TEMPO DECLARED DIST DUE WIP ON SW 500M:
RWY 03 TORA/ASDA 945M TODA 1675M LDA 805M
RWY 21 TODA/ASDA 945M TORA 805M LDA 910M
DISPLACED THR 03 IDENTIFIED WITH TEMPO MARKINGS AND
WINGBARS. RWY 03
PAPI AND ALS NOT AVBL, RWY EDGE LGT LIMITED. APRON/TWY
EGDE LGT U/S.
WHEN RWY 03 IN USE SOLO TRAINING FLT NOT PERMITTED.
OUT OF HR PERMITS
CNL UFN. HEL SHALL CONFORM TO FIXED WING PATTERNS
AND MUST AVOID
OVERFLYING WIP. DETAILS CONTACT 01797 320881 OR
WWW.LYDD-AIRPORT.CO.UK'

As the pilot approached the runway he became away of the line of red blocks but, due to the reduced visibility of dusk and a partially cloudy sky, he did not see the line of black cones until he was close to touchdown. As he landed, the right main wheel contacted one of the cones, causing the cone to be flung upward and rearward, which then struck and dented the leading edge of the right horizontal stabiliser. The aircraft did not sustain any further damage and no injuries were suffered by the pilot or passenger.

The pilot's most recent flight was at Lydd in May 2004.