

## **AIRCRAFT ACCIDENT REPORT No 5/94**

*This report was published on 12 July 1994 and is available from HMSO Bookshops and Accredited Agents*

### **REPORT ON THE ACCIDENT TO CESSNA 550 CITATION II, G-JETB AT SOUTHAMPTON (EASTLEIGH) AIRPORT ON 26 MAY 1993**

#### **SUMMARY**

The accident occurred when the aircraft, with two crew members aboard, was on a positioning flight from Oxford to Southampton and overran Runway 20 after landing with a tailwind on a wet runway. After leaving the runway, the aircraft came to rest on the nearby motorway, collided with two cars, and caught fire. The two flight crew sustained minor whiplash injuries, and the three car occupants also sustained minor injuries. The aircraft was destroyed.

The investigation identified the following causal factors:

- i) The commander landed with a reported tailwind of 15 kt which was outside the aircraft maximum tailwind limit of 10 kt specified in the Cessna 550 Flight Manual.
- ii) The co-pilot did not warn the commander that he was landing with a reported tailwind component which was outside the aircraft limit.
- iii) With a tailwind component of 10 kt, the landing distance available was less than the landing distance required.

Three safety recommendations were made during the course of the investigation:

- 94-14 BAA plc and Southampton (Eastleigh) Airport, should install a ground arrester system between the threshold of Southampton Runway 02 and the M27 motorway.
- 94-15 The CAA should review all UK licensed airfields to identify potential safety hazards beyond current RESAs and determine the need for, and practicality of installing, ground arrester systems.
- 94-16 The Department of Transport should establish a Public Safety Zone at Southampton (Eastleigh) Airport.