

Cessna 172M, G-BSCR

AAIB Bulletin No: 9/99 Ref: EW/G99/06/18 Category: 1.3

Aircraft Type and Registration: Cessna 172M, G-BSCR

No & Type of Engines: 1 Lycoming O-320-E2D piston engine

Year of Manufacture: 1973

Date & Time (UTC): 19 June 1999 at 1331 hrs

Location: Clacton Airfield, Essex

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Both wings bent rearwards resulting in an insurance write-off

Commander's Licence: Private Pilot's Licence

Commander's Age: 60 years

Commander's Flying Experience: 153 hours (of which 18 were on type)

Last 90 days - 6 hours

Last 28 days - 5 hours

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

The grass strip at Clacton airfield has a published length of 610 metres but the displaced threshold on Runway 18 reduces the landing distance available to 502 metres. A public road runs close to the southern end of Runway 18. The boundary between the road and the airfield is formed by a substantial hedge.

The pilot of G-BSCR was aware that the runway was short because he had landed at Clacton once before. He left Stapleford Tawney with full fuel for the flight to Clacton where the weather was CAVOK and the wind westerly. He approached Runway 18 from a right hand circuit with 30° flap off a steep approach. The aircraft crossed the threshold at about 20 feet agl but faster than normal and it ballooned in the flare. It touched down approximately 250 metres from the displaced threshold whereupon the pilot applied heavy braking. The aircraft slowed but with some 120 metres remaining the wheels locked and the aircraft skidded on dry grass. It went off the end of the runway at about 40 kt and collided with the hedge which stopped it.

This was the pilot's second runway overrun in G-BSCR. On 29 November 1998 the aircraft ran off the end of Runway 23 at Elmsett airfield after a steep, fast approach, in a 10 kt crosswind with no headwind component, and a touchdown half way down the runway. Following that accident the pilot admitted that he misjudged the aircraft's stopping capability and that he should have gone around from the poorly executed approach. He was offered re-training by a member of the syndicate that owned the aircraft and he was taken on a dual flight to Clacton where short field landing techniques were demonstrated.

This time the pilot admitted making the same mistakes and stated that firstly, he should have used 40° flap for the approach and secondly, that he should have gone around once he realised that he was landing 'long' on a short runway. He has since received further training on short field landing and braking techniques.