

ACCIDENT

Aircraft Type and Registration:	Cessna U206C Super Skywagon, G-BPGE	
No & Type of Engines:	1 Continental Motors Corp IO-520-F piston engine	
Year of Manufacture:	1968 (Serial no: U206-1013)	
Date & Time (UTC):	24 November 2018 at 1415 hrs	
Location:	Strathallan Aerodrome, Auchterarder, Tayside	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 4
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to cowling, propeller and horizontal stabiliser	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	8,210 hours (of which 349 were on type) Last 90 days - 196 hours Last 28 days - 61 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

The aircraft touched down long and then struck a fence during a go-around. Despite some damage to the aircraft the pilot was able to land safely on the second attempt.

History of the flight

The pilot was transporting four skydivers in a Cessna U206C for a jump from Strathallan airfield. He had conducted about 1,000 landings at this airfield in this aircraft type. The grass runway was 620 m long with a fence at either end, and a road passing near the Runway 10 threshold. Due to cloud cover the skydive jump was cancelled, and the pilot was returning to land on Runway 10 with the skydivers onboard. The wind was calm.

The pilot reported that, on reflection, his approach to Runway 10 was too high and too fast. He touched down just over halfway down the runway and hit hard, causing the aircraft to bounce. The pilot initiated a go-around but the aircraft struck a frangible wooden fence at the end of the runway causing some damage to the cowling, propeller and horizontal stabiliser. Despite this the aircraft climbed away and the pilot was able to land on the second attempt.

Pilot comments

The pilot commented that he had got in the habit of consistently approaching high to Runway 10 because there were often people walking along the road near the threshold. He considered that he had probably been consistently landing a “bit too deep” each time on this runway. On this occasion he was heavier than normal with four skydivers onboard, the wind was calm, and he probably touched down further along the runway than normal. He had not appreciated how far along the runway he had touched down until he saw the ground marks afterwards. He realised with hindsight that he should have initiated a go-around sooner.