

SERIOUS INCIDENT

Aircraft Type and Registration:	Cessna 208B, G-EELS
No & Type of Engines:	1 Pratt & Whitney Canada PT6A-114A turboprop engine
Year of Manufacture:	1997 (Serial no: 208B0619)
Date & Time (UTC):	13 July 2023 at 1105 hrs
Location:	Perth Airport
Type of Flight:	Specialised Operations (Part-SPO)
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Minor propeller tip damage on 3 of the 4 blades
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	67 years
Commander's Flying Experience:	16,685 hours (of which 947 were on type) Last 90 days - 19 hours Last 28 days - 3 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

Synopsis

The pilot rejected the takeoff as he felt he had insufficient thrust to climb safely. The aircraft overran the runway and stopped in a field. Subsequent checks and testing did not find any faults with the engine.

History of the flight

The aircraft was scheduled to film a golf event and carried one pilot and a camera operator. The pilot planned a Flap 20 takeoff from Runway 21 as this was the longest runway. Four other aircraft were flying in the circuit using Runway 27. While taxiing the camera operator asked the pilot to open the window to give some additional ventilation.

After a period of holding on Runway 21, one of the aircraft in the circuit was asked to reduce speed to allow G-EELS to depart. When cleared, the pilot slowly moved the power lever forward for takeoff. He reported that it was quite noisy on the takeoff roll due to the open window. He also thought he may have forgotten to turn on his noise cancelling headset making it appear noisier.

He recalled the engine sounded like it was giving maximum power but he did not recall checking the engine instruments. He reported that he was distracted by looking for the circuit traffic.

The pilot rotated the aircraft at 75 kt, but as it lifted off, the speed reduced to 65 kt. The aircraft remained in ground effect for a short period before touching down again. He decided to reject the takeoff but was conscious there was little runway left. Beyond the runway was a small ditch followed by a field of standing crop. He elected to maintain the power for a few moments and rotated a second time to lift into ground effect and clear the ditch. As he passed the ditch he closed the throttle and settled into the field. He held the nose up for as long as possible and used minimal braking to avoid damaging the nosewheel. The aircraft stopped in the field without damage, except for some minor delamination on the tips of three propeller blades.

Aircraft examination

The engine was checked for damage using the manufacturer's guidance but none was found. After the propeller blades were repaired, engine runs did not reveal any faults. The aircraft was returned to service.

Conclusion

It could not be determined why the aircraft appeared to have insufficient power. The pilot reported he was distracted on the takeoff roll and this may have contributed to the overrun.