



Air Accident Investigation Unit Ireland

FACTUAL REPORT

INCIDENT
Cessna 172M, N80533
Abbeysrule Aerodrome

19 March 2020



An Roinn Iompair
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

FINAL REPORT

Foreword

This safety investigation is exclusively of a technical nature and the Final Report reflects the determination of the AAIU regarding the circumstances of this occurrence and its probable and contributory causes.

In accordance with the provisions of Annex 13¹ to the Convention on International Civil Aviation, Regulation (EU) No 996/2010² and Statutory Instrument No. 460 of 2009³, safety investigations are in no case concerned with apportioning blame or liability. They are independent of, separate from and without prejudice to any judicial or administrative proceedings to apportion blame or liability. The sole objective of this safety investigation and Final Report is the prevention of accidents and incidents.

Accordingly, it is inappropriate that AAIU Reports should be used to assign fault or blame or determine liability, since neither the safety investigation nor the reporting process has been undertaken for that purpose.

Extracts from the Final Report may be published providing that the source is acknowledged, the material is accurately reproduced and that it is not used in a derogatory or misleading context.

¹ **Annex 13:** International Civil Aviation Organization (ICAO), Annex 13, Aircraft Accident and Incident Investigation.

² **Regulation (EU) No 996/2010** of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation.

³ **Statutory Instrument (SI) No. 460 of 2009:** Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009.



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In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010 and the provisions of SI No. 460 of 2009, the Chief Inspector of Air Accidents, on 24 March 2020, appointed Mr Howard Hughes as the Investigator-in-Charge to carry out an Investigation into this Incident and prepare a Report.

Aircraft Type and Registration: Cessna 172M, N80533

No. and Type of Engines: 1 x Lycoming O-320-E2D

Aircraft Serial Number: 17266640

Year of Manufacture: 1976

Date and Time (UTC)⁴: 19 March 2020 @ 13.40 hrs

Location: Abbeyshrule Aerodrome (EIAB)

Type of Operation: General Aviation

Persons on Board: Crew – 1 Passengers – 1

Injuries: Crew – Nil Passengers – Nil

Nature of Damage: None

Commander's Licence: Private Pilot Licence (Aeroplane) issued by the Irish Aviation Authority (IAA)

Commander's Age: 38 years

Commander's Flying Experience: 88 hours, of which 22 were on type

Notification Source: N/A

Information Source: AAIU Correspondence Investigation
AAIU Report Form submitted by the Pilot

2

⁴ **UTC:** Co-ordinated Universal Time. All timings in this report are quoted in UTC; Local time was the same as UTC on the date of the accident.

FINAL REPORT**SYNOPSIS**

The aircraft was on a flight from Weston Airport (EIWT), Ireland, to Abbeyshrule Aerodrome (EIAB), Ireland, with two persons on board. Whilst landing on runway (RWY) 10 at EIAB the aircraft left the paved surface of the runway and came to rest on the grass verge, to the right of the runway. The Pilot and passenger exited the aircraft uninjured. The Pilot reported that the aircraft was not damaged. The aircraft was subsequently flown back to EIWT.

1. FACTUAL INFORMATION

The following information was obtained from the AAIU Report Form submitted by the Pilot, and a follow-up telephone interview with the Pilot.

The occurrence date was 19 March 2020. On 22 March 2020, the AAIU learned of a possible occurrence and contacted the Pilot, who subsequently submitted an AAIU Report Form on 24 March 2020.

1.1 History of the Flight

The aircraft departed EIWT at 12.55 hrs on a flight to EIAB with the Pilot and one passenger on board. The Pilot stated that his intention was to carry out a full-stop landing at EIAB, taxi back to the beginning of RWY 10, and take off again for EIWT.

3 The aircraft arrived overhead the aerodrome at 13.35 hrs and commenced a visual approach to RWY 10. The Pilot noted that there was a crosswind from the left of RWY 10. Due to trees on the approach to RWY 10 at Abbeyshrule there is a displaced landing threshold approximately 145 metres (m) from the beginning of the paved surface. According to the Pilot, the aircraft touched down approximately 135 m beyond the displaced threshold.

The Pilot stated that during the landing roll the aircraft appeared to drift to the right and that despite the application of left control wheel and left rudder input, the aircraft continued to drift to the right. The aircraft left the paved surface approximately 42 m before the end of the runway. It came to rest in the grass, 17 m to the right of the runway centre line, and 18 m before the runway end.

The Pilot shut down the aircraft, and both he and the passenger exited the aircraft normally.

With assistance from personnel at EIAB the aircraft was moved onto an apron area south of the runway, where it was examined. The Pilot stated that there were mud deposits on the three wheels and tyres; these were cleaned, and the Pilot stated that those in attendance informed him that there was no apparent damage to the wheels or brakes.

The Pilot taxied the aircraft, during which he checked the functionality of the brakes. At 15.30 hrs, satisfied that the brakes were operating normally, he flew the aircraft back to EIWT, accompanied by the passenger. The aircraft landed back at EIWT at 16.10 hrs.



1.2 Personnel Information

The Pilot's flying experience is set out in **Table No. 1**.

| | |
|--------------------------|----------|
| Total all types: | 88 hours |
| Total on Type: | 22 hours |
| Total P1 on Type: | 8 hours |
| Last 90 days: | 14 hours |
| Last 3 days: | 2 hours |

Table No. 1: Pilot's Flying Experience

The Pilot held a valid PPL(A) first issued by the IAA on 3 March 2020, which included a Single Engine Piston (Land) Rating, valid until 28 February 2022. He also held a Class 2 Medical Certificate valid until 3 April 2023.

1.3 Meteorological Information

In the submitted AAIU Report Form the Pilot stated that the surface wind was 030/8, with visibility in excess of 10 km. The Investigation notes that this was most likely referred to the actual weather conditions at EIWT, obtained by the Pilot when he departed.

The Investigation requested Met Éireann, the Irish meteorological service, to provide an aftercast wind for the Abbeyshrule area. This stated that the surface wind was '*Generally northerly, with variations between northwest and northeast, 3-5KT*'.

The wind data from Met Éireann indicated that there was the possibility of a tailwind component on RWY 10 at EIAB.

2. AAIU COMMENT

An aircraft that runs off a runway or taxiway is a reportable incident, as set out in S.I. No. 460 of 2009, and such events should be reported to the AAIU. Pilots are also reminded of the obligation to accurately report events as stipulated in Regulation (EU) 376/2014, as listed in Commission Implementing Regulation (EU) 2015/1018. In this case the event was not reported to either the AAIU or the IAA.

After the Pilot submitted his AAIU Report Form, he was contacted by the Investigation and said that there could have been a slight tailwind when the aircraft touched down during the landing on RWY 10. He also stated that the touchdown may have been a '*little fast*', and that he landed some distance past the displaced threshold of RWY 10. The Pilot stated that he had difficulty maintaining directional control during the landing roll.

In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of this investigation is to prevent aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated investigation report to apportion blame or liability.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.

Produced by the Air Accident Investigation Unit

AAIU Reports are available on the Unit website at www.aaiu.ie



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