

FINAL REPORT

AAIU Synoptic Report No: 2008-021
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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Air Accidents, on 26 April 2008, appointed Mr. Frank Russell as the Investigator-in-Charge to carry out an Investigation into this Incident and prepare a Synoptic Report.

Aircraft Type and Registration:	Cessna F.172K, EI-BPL
No. and Type of Engines:	1 x Thielert Centurion 2.0
Aircraft Serial Number:	0758
Year of Manufacture:	1971
Date and Time (UTC):	26 April 2008 @ 16.32 hrs
Location:	RWY 24 - Shannon Airport (EINN)
Type of Flight:	Private
Persons on Board:	Crew - 1
Injuries:	Crew - Nil
Nature of Damage:	None
Commander's Licence:	Students Pilots Licence (SPL)
Commander's Details:	Male, aged 22 years
Commander's Flying Experience:	52.5 hours
Notification Source:	Station Manager, ATC Shannon
Information Source:	AAIU Incident Report Form submitted by the Pilot.

SYNOPSIS

The aircraft, a Cessna 172, bounced a number of times on landing while carrying out circuit practice and departed Runway (RWY) 24 at Shannon Airport onto the grass area. There was no damage or injuries reported. A number of incoming commercial flights were delayed as a result of the incident.

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1. FACTUAL INFORMATION

1.1 History of the Flight

The Student Pilot had completed a solo navigation exercise, Shannon-Gort-Spanish Point-Shannon, and was carrying out some circuit practice on RWY 24. The wind was 260/270 degrees at 9/10kts. He carried out three normal touch-and-gos, but on the fourth landing, the aircraft bounced a few times and he lost directional control. The aircraft exited the runway to the left and ended up in the grass area, approximately 30 metres from the runway's edge. Air Traffic Control (ATC) alerted the Airport Fire Services (AFS) who were quickly on the scene. There was no fire, no injury to the Student Pilot and, apparently, no damage to the aircraft.

As a result of the aircraft being within the flight strip of RWY 24, a number of incoming flights were put into the holding pattern by ATC and their landings delayed. At 17.52 hrs, EI-BPL was pulled back on to the runway by the AFS and then taxied to the light aircraft park by a different Flying Club member. At 17.54 hrs the Airport returned to normal operations.

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