

FINAL REPORT

AAIU Synoptic Report No: 2009-013

State File No: IRL00908091

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Air Accidents, on 05/12/2008, appointed Mr. Paddy Judge as the Investigator-in-Charge to carry out a Field Investigation into this Incident and prepare a Synoptic Report.

Aircraft Type and Registration:	TECNAM - P-2002- JF, EI-WAT
No. and Type of Engines:	1 x ROTAX 912S
Aircraft Serial Number:	086
Year of Manufacture:	2008
Date and Time (UTC):	05 December 2008 @ 14.04 hrs
Location:	Waterford Airport (EIWF), Runway (RWY) 21
Type of Flight:	General Aviation – Flight Training - Solo
Persons on Board:	Crew – 1 Passengers – 0
Injuries:	Crew – Nil Passengers – N/A
Nature of Damage:	Minor
Commander's Licence:	Student Pilot Licence (SPL)
Commander's Flying Experience:	36 hours, of which 36 were on type
Notification Source:	Waterford Airport Duty ATCO
Information Source:	Waterford Airport AAIU Incident Report Form submitted by Pilot

SYNOPSIS

Having completed a solo cross-country flight the Student Pilot lost directional control of his aircraft when landing back at Waterford Airport. The aircraft departed over the side of the runway into grass and suffered minor damage. The Student Pilot was un-injured. There was no fire.

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1. FACTUAL INFORMATION

The Student Pilot flew a solo cross-country flight from EIWF to Cork (EICK) and back to EIWF where the landing was on Runway (RWY) 21. ATC reported that the landing was long. At the time of the incident the wind average was recorded as 320°/15 kts.

The Student Pilot said that he applied brakes after landing while coming towards the end of the runway. He candidly stated that he lost directional control, as he had probably not applied sufficient rudder to keep the aircraft straight during the crosswind landing. As a result when he lowered the nose of the aircraft it was pointing towards the side of the runway and it subsequently departed over the edge. The propeller, an engine support, nose wheel spat and pitot tube base were damaged as a result (**Photo No. 1**).

The Student Pilot's SPL, issued by the Irish Aviation Authority, was valid and his Class 2 medical certificate was current. The Pilot had 36 hours total flying time, all of which were on this aircraft type.

The Chief Flying Instructor (CFI) of the Flying Club informed the Investigation that he had cleared the Pilot for the solo flight and advised him to land back on RWY 21 as the aircraft is more easily controllable with a crosswind from the right than from the left. The CFI stated that, although the manufacturer's crosswind component limit for the aircraft is 22 kts, the Club applies a maximum limit of 15 kts for all their aircraft types.

The P2002-JF Flight Manual states that the '*maximum demonstrated crosswind velocity is 22 kts*'. This limit applies for take-off and landing. Nose wheel steering is available after landing through the rudder controls while the nose wheel is in contact with the runway. However, differential braking is not fitted on this aircraft type and it was therefore not available to assist directional control after landing.

2. ANALYSIS

The wind recorded at 320°/15 kts translates into a crosswind component of 14 kts and a 5 kts tailwind component. The landing was reported by ATC as being well down the runway, probably due to the combination of the tailwind component and the inexperience of the Student Pilot. For an experienced pilot the wind conditions were well within the manufacturer crosswind limit. However, a Student Pilot with a total flying time of 36 hours cannot be considered in that category.

3. SAFETY RECOMMENDATIONS

Following this incident the Flying Club set a maximum crosswind limit of 10 kts for SPL licence holders. In view of this action no Safety Recommendation is considered necessary.

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Photo No. 1



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