



# Sport Aviation Corp Ltd

## Problem Report

Report No SAC use only

**DESCRIBE PROBLEM:** (What, where, when etc.)

Collision with boundary fence

Tecnam P92 Eaglet

Raglan Airfield, landing runway 05

Hit propellor on boundary fence wire after landing with tailwind, touching too far into field with higher groundspeed.

Person Reporting: PIC

Date/time: 9 / 01 / 17 9.45am

**SUGGESTED FIX:** New Prop required and engine check

Who is to fix it? (Owner):

**HOW THE PROBLEM WAS FIXED:** Pilot has voluntarily suspended their flying until further training and counseling.

Signature of person responsible:

Date/time: 10 / 01 / 2017 :

**ROOT CAUSE OF THE PROBLEM WAS:** Pilot error, Checking of GPS groundspeed was 87 knots and IAS 92 kts

The PIC felt that 5 kts was negligible and joined for left base 05 based on up hill gradient, looking to confirm wind but the sock was notthere.

On final, viewed the far windsock, end on, which didnt look inflated. This visual illusion did not show the 15kt tailwind present.

**PREVENTATIVE ACTION REQUIRED TO STOP RECURRENCE:** Note wind direction from above the field vertically down on sock.

Carry out a go around if landing too far in and noticing groundspeed is faster than normal. Raglan plate does not show any slope.

GPS groundspeed versus indicated airspeed shows the difference at the present height but may not be accurate for aerodrome level.

**SHOULD ANY SYSTEM BE IMPROVED?:** Overhead rejoin should have averted the problem and the use of the go around.

**WHAT IMPROVEMENT WAS MADE:**

### SAC OFFICE USE ONLY

Improvement Action taken: Signed: \_\_\_\_\_ Date/time: \_\_\_\_/\_\_\_\_/\_\_\_\_:

Designation: \_\_\_\_\_ Circle Status: PENDING or CLOSED

**Instructions for use:** Where any checklist reveals an item not done; or something is unserviceable even temporarily; or any problem requires fixing; a problem Report of that date is to be raised.

Problem Reports are to be filed as PENDING or CLOSED. CLOSED files are grouped according to the similarity of problems. The PENDING file is to be reviewed weekly and, if possible, signed off and removed into the appropriate CLOSED file.

## Runway overrun incident - Jan 2017

I was approaching from the North on the coastline at 1000 ft. and observed the ground speed on the GPS was 87 knots and the airspeed on the ASI was 92 knots, a 5 knot difference.

I deduced that 5 knots was negligible and would probably be cancelled out by the uphill gradient of runway 05, so I decided to join left base for 05. On left base I looked for the windsock which is usually on the SW corner but it was not there. When I turned onto final I looked for the windsock at the far end (NE corner). I was looking at it "end on" and it did not look inflated so continued my approach, however the wind at ground level was apparently about 15 kts, to together with my approach speed of 55 kts meant I would be landing at 70 kts (far too fast), but I did not immediately realise the ground speed. I landed smoothly, but too far in and should have gone around, but still thought I had plenty of runway. As soon as I touched down I immediately applied the brakes, but (according to a bystander) the wheels locked up and we slid along on the short dry grass (like skating on ice) and took a long time to slow down (much to my horror!). We hit the fence at the NE end, fairly lightly and the prop wrapped around the fence wire stripping the carbon fibre blades like paper (see photo). The forward impact was not much, we did not hear a bang and our shoulder harness did not tighten. The fence wires and battens were not broken, indicating a light collision.

Mistake No. 1. - Landing downwind!

Mistake No. 2. - Not going around

