

SERIOUS INCIDENT

| | | |
|--|---|-------------------|
| Aircraft Type and Registration: | BN2A Mk.III-2 Trislander, G-RLON | |
| No & Type of Engines: | 3 Lycoming O-540-E4C5 piston engines | |
| Year of Manufacture: | 1975 | |
| Date & Time (UTC): | 2 September 2009 at 1657 hrs | |
| Location: | Runway 14, Alderney Airport, Channel Islands | |
| Type of Flight: | Commercial Air Transport (Passenger) | |
| Persons on Board: | Crew - 1 | Passengers - 8 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Slight damage to right leg fairing | |
| Commander's Licence: | Airline Transport Pilot's Licence | |
| Commander's Age: | 47 years | |
| Commander's Flying Experience: | 10,067 hours (of which 632 were on type) Last 90 days - 117 hours Last 28 days - 34 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

Having flown a go-around, due to the crosswind being out of limits on Runway 26, the pilot made an approach to grass Runway 14. As a result of turbulence and a sudden downdraft, the aircraft landed short of the marked threshold. It was subsequently discovered that the aircraft had struck a wire fence in the undershoot and a marker board. The aircraft suffered minor damage.

History of the flight

The pilot reported that he was on a scheduled service from Southampton Airport, Hampshire to Alderney Airport, Channel Islands. During the final approach to Runway 26 the pilot received a report from ATC, at approximately 200 ft aal, that the wind was from 180° at 36 kt. As this was outside the aircraft's crosswind limit

of 25 kt the pilot flew a go-around. He then requested and received permission to make an approach to grass Runway 14.

The approach to Runway 14 was turbulent due to the wind and the nearby cliffs. On short finals, just prior to crossing the airfield boundary fence, the aircraft was subjected to a sudden strong downdraft; the aircraft then landed. The pilot believed, at the time, that the aircraft landed "slightly short" of the marked threshold. After shutdown a passenger informed the pilot that he believed he had "clipped" a marker board on landing. This was confirmed after an inspection by the Airfield Fire and Rescue Service. Additionally two 71 cm high fence posts had been dislodged after the aircraft clipped a wire

fence, 67 m short of the threshold. The aircraft sustained a small amount of damage to the right leg fairing.