

# Reims Cessna F406, G-TURF

**AAIB Bulletin No:** 9/2000      **Ref:** EW/G2000/07/18      **Category:** 1.2

**Aircraft Type and Registration:** Reims Cessna F406, G-TURF

**No & Type of Engines:** 2 P & W PT6A-112 turboprop engines

**Year of Manufacture:** 1987

**Date & Time (UTC):** 25 July 2000 at 0741 hrs

**Location:** Sumburgh Airport, Shetland Isles

**Type of Flight:** Public Transport (Cargo)

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Damage to right wingtip

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 25 years

**Commander's Flying Experience:** 1,928 hours (of which 526 were on type)  
Last 90 days - 188 hours  
Last 28 days - 72 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on a flight from Kirkwall and was cleared for the LOCDME approach to Runway 09 at Sumburgh. The localiser course is offset by 3°, giving an approach track of 086°; the runway centreline is 089°. The MDA for this approach is 320 feet and the Missed Approach Point is 0.5 nm from the displaced threshold of Runway 09. The ATIS was transmitting 'Information Juliet' timed at 0734 hrs:

Surface wind	050°/19 kt
Visibility	2,300 m
Cloud	Broken base 300 feet
Temp/Dew point	11°/11°C
QNH	1009 mb

The aircraft was established on the localiser and the pilot reported that he had intermittent contact with the surface at 900 feet amsl. At MDA he was in continuous contact with the surface and flew level for a short distance before the threshold became visual; the aircraft appeared to be slightly to the right of the centreline. He made the decision to land, closed the throttles, set the propellers to maximum RPM and selected full flap. At the same time he lowered the aircraft nose and banked left to regain the centreline.

As the aircraft regained the centreline the pilot applied right bank to maintain it. The aircraft rolled rapidly to the right and, despite the application of full left aileron, the right wingtip struck the runway surface. When he was satisfied that all three wheels were on the ground, the pilot selected maximum reverse but was unable to stop the aircraft before it went off the runway, to the right. It came to a halt on the grass having caused some damage to one of the runway edge lights.

The pilot was uninjured in the accident and taxied the aircraft back onto the runway and then to a stand as directed by ATC. On inspection, it was found that the outer 1.5 feet of the right wingtip, outboard of the aileron, was bent upwards at an angle of about 45°.