

LOKAÐ MEÐ BÓKUN

Case.: **21-035F006**

Date: **12. April 2021**

Location: **Reykjavik Airport, RWY 13**

Description: **Landing mishap**

Aircraft N956AS (Cessna T337H) was being ferried across the Atlantic accompanied by another aircraft of the same type (N952AS). During the ferry flight, a fuel stop was scheduled at Reykjavik Airport (BIRK) late in the evening of April 12th.



Reykjavik Airport closes at 23:00 and the pilots of the two aircraft rushed to reach the airfield before closure. Aircraft N952AS, which was ahead, received landing clearance instructions for RWY 13 at 22:56:31. Aircraft N952AS then landed on RWY 13 at BIRK at 22:59.

Aircraft N956AS received landing clearance instructions for RWY 13 at 22:59:30. Aircraft N956AS then landed on RWY 13 at BIRK at 23:01.

According to a witness, when aircraft N956AS landed on RWY 13, it bounced during the landing and then the nose landing gear collapsed.

The ITSB analysed radar recordings of the final approach profile of aircraft N956AS. From the recordings, and taking into account the weather, it was apparent that the final approach was fairly straight, with an airspeed of about 115 mph and a rate of descent of about 500

ft/min, until it crossed the threshold of RWY 13. The final approach profile was however



quite shallow and when the aircraft crossed the threshold it was still about 200 feet above the runway. Based on this profile the aircraft touchdown point

would have been at the far end of the runway.

Propeller markings on RWY 13 did however confirm that the aircraft only travelled additional 0.11 NM down the runway compared to its last radar plot, before the propeller hit the runway. The touchdown point was 0.15 NM down from the RWY threshold.

The ITSB calculations showed that between the final radar point and the aircraft touchdown point on the runway, the rate of descent was between 1500 ft/min and 2200 ft/min. This range depended on the speed range of 66 mph (stall speed) and 115 mph (airspeed on the approach).

The ITSB had material analysis performed to determine the cause of the nose landing gear fracture surfaces. The material analysis confirmed that the fracture surfaces were due to overload and no indication of metal fatigue was observed on the fracture surfaces.



According to the pilot, their takeoff from Goose Bay was delayed in the morning, resulting in a unplanned night time landing at BIRK after 11 hour long flight in non-pressurized and non auto-pilot aircraft. The decision of this long flight leg had been taken due to COVID restrictions in Greenland. The pilot was unfamiliar with BIRK airport, was surprised that RWY 13 had no threshold lights and found the runway lighting only of medium intensity. On top of this, the pilot was in rush to land at BIRK before the airport closed for the night.

The Icelandic Transportation Safety Board (ITSB) decided not to write a formal report and closed the case during a board meeting on 25. November 2021.