

## Grumman AA-5, G-BBSA

<b>AAIB Bulletin No:</b>	<b>12/98</b>	<b>Ref:</b>	<b>EW/G98/10/13</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Grumman AA-5, G-BBSA				
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2G piston engine				
<b>Year of Manufacture:</b>	1974				
<b>Date &amp; Time (UTC):</b>	14 October 1998 at 1315 hrs				
<b>Location:</b>	Borders (Milfield) Gliding Club, Northumberland				
<b>Type of Flight:</b>	Private				
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1				
<b>Injuries:</b>	Crew - None - Passengers - None				
<b>Nature of Damage:</b>	Substantial to nose landing gear and propeller				
<b>Commander's Licence:</b>	Private Pilot's Licence				
<b>Commander's Age:</b>	53 years				
<b>Commander's Flying Experience:</b>	258 hours (of which 157 were on type)				
	Last 90 days - 9 hours				
	Last 28 days - 1 hour				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The aircraft was taking off from the grass Runway 27 into a 15 kt headwind. The initial take-off roll was uneventful, but at about 45 kt, the aircraft encountered a patch of rough ground and became airborne. The pilot considered that he had insufficient airspeed to continue the take off and lowered the nose. Unfortunately, his corrective action was over enthusiastic and the nosewheel contacted the runway with some force. Suspecting that damage may have occurred, the pilot abandoned the take off and brought the aircraft to a halt on the runway before shutting down the engine. The aircraft was towed from the runway and subsequent examination revealed damage to the nose landing gear and propeller.

The pilot considered that the cause of the accident was his unexpected encounter with a patch of rough ground which had not been obvious to him on landing.

