

Grumman AA-5A, G-REEK

AAIB Bulletin No: 9/97 Ref: EW/G97/07/11 Category: 1.3

Aircraft Type and Registration:	Grumman AA-5A, G-REEK
No & Type of Engines:	1 Lycoming O-320-E2G piston engine
Year of Manufacture:	1977
Date & Time (UTC):	5 July 1997 at 1525 hrs
Location:	Gloucestershire Airport, Cheltenham
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Propeller tips damaged and nosewheel leg bent
Commander's Licence:	Private Pilot's Licence with IMC and Night Rating
Commander's Age:	47 years
Commander's Flying Experience:	153 hours (of which 20 were on type) Last 90 days - 9 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft had been flown from Cardiff Airport to Gloucestershire Airport which is near Cheltenham. A visual circuit was then flown for a landing on Runway 04. The pilot reported that he made a late flare over the runway and that the aircraft bounced. This second contact with the runway caused the nosewheel leg to collapse. As a result, on the third touchdown, the propeller struck the ground. The aircraft then bounced once more before finally coming to rest on the runway.

The pilot stated that he was not aware that the APAPI system for Runway 04 was set to 4.5° as against the conventional 3°. Although the pilot did not consciously use the APAPI system to judge his approach path angle he did recall using it to confirm his approach alignment at about a mile from touchdown. There is a possibility that the pilot may have failed to appreciate the need for an increased pitch change during the flare because of the steeper approach path angle to this runway which is necessitated by the high ground on the approach.