

Grumman AA-5, G-BCEO, 28 April 2002 at 1240 hrs

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| AAIB Bulletin No: 8/2002 | Ref: EW/G2002/04/21 | Category: 1.3 |
| Aircraft Type and Registration: | Grumman AA-5, G-BCEO | |
| No & Type of Engines: | 1 Lycoming O-320-E2G piston engine | |
| Year of Manufacture: | 1973 | |
| Date & Time (UTC): | 28 April 2002 at 1240 hrs | |
| Location: | Stanton Private Airstrip, Morpeth | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - 1 (Serious) | Passengers - 1 (Minor) |
| Nature of Damage: | Aircraft damaged beyond economic repair | |
| Commander's Licence: | Private Pilots Licence | |
| Commander's Age: | 50 years | |
| Commander's Flying Experience: | 1,408 hours (of which 1,205 were on type) | |
| | Last 90 days - 17 hours | |
| | Last 28 days - 5 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot had planned a flight with a friend from Teesside Airport to Stanton Private Airstrip near Morpeth, Northumberland. The weather was fine and the flight to the airstrip proceeded uneventfully.

Stanton Airstrip is a grass strip with a single runway orientated roughly east-west. There is a pronounced upslope from west to east and landings are normally conducted to the east up the slope and take-offs down the slope in a westerly direction. ATC services are not available but for the accident flight a friend had travelled to the strip with a hand held anemometer and radio to pass information to the pilot.

On arrival overhead Stanton Airstrip the pilot contacted his friend by radio and was advised that the surface wind was westerly at 6kt gusting to 10kt. The pilot was content that a safe landing could be made with the existing tailwind and positioned the aircraft on final approach to land. Just prior to

touchdown, at a height of about 10 feet, the aircraft sank rapidly and the pilot was unable to prevent the aircraft striking the ground hard on its mainwheels. The aircraft bounced, touched down again and bounced into the air a second time. At this point the pilot decided to carry out a go around and applied full power and selected a climbing attitude. However, as he was very soon aware that the aircraft's rate of climb was insufficient to avoid buildings at the eastern end of the runway, he began a slight turn to the left and retracted the flaps to the take-off position. Shortly thereafter the stall warning sounded and the pilot lowered the nose in an attempt to prevent the stall but was unable to prevent the right wing from clipping a tree. The aircraft yawed to the right and hit the ground, coming to rest on a dry stone wall.

The pilot and passenger, who were both wearing lap and diagonal harnesses, were able to exit the aircraft through the broken front windscreen with apparently minor injuries. However, the pilot was subsequently detained in hospital for 15 days.

In a full and frank report, the pilot considered the cause of the initial heavy landing to be windshear on the final approach. He considered his decision to carry out a go around was taken too late in view of the tailwind, rapidly rising terrain and aircraft climb performance. Since this accident, the strip owner has decided to review the information he provides to pilots using the strip for the first time.