

No: 1/89

Ref: EW/G/88/11/16

Category: 1c

Aircraft Type and Registration: Grumman AA-5B (Tiger), G-BJAJ

No & Type of Engines: 1 Lycoming O-360-A4K piston engine

Year of Manufacture: 1979

Date and Time (UTC): 30 November 1988 at 1430 hrs

Location: Netherthorpe Airfield, Near Worksop, Notts

Type of Flight: Private (pleasure)

Persons on Board: Crew -1 Passengers -1

Injuries: Crew - None Passengers - None

Nature of Damage: Detached nose wheel and bent propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 27 years

Commander's Total Flying Experience: 376 hours (of which 8 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and further enquiries

The aircraft was returning to its base at Carlisle following a flight to Luton via Doncaster. Due to poor weather at the planned destination, the pilot decided to divert into Netherthorpe Airfield and flew a bad weather circuit followed by a go-around before landing on runway 24. This runway has an available landing distance of 370 metres and the grass surface was wet from recent rain. The pilot reports that having made his approach using a short field technique, the aircraft landed slightly long but that due to 'almost non existent' braking action the aircraft ran off the end of the runway through a fence and came to rest upright in a ploughed field.

Reference to the Pilot's Operating Handbook (POH) for this type of aircraft indicates that, at the reported aircraft weight and under similar conditions, the Landing Distance Required (LDR) was 330 metres. Aeronautical Information Circular 52/1985 published by the Civil Aviation Authority, reminds pilots of private flights of the actions needed to ensure that take-off, climb and landing performance will be adequate. In this case a factor of 30% was necessary for the short wet grass of the runway and the AIC recommends a further cumulative safety factor of 43% (as per Public Transport standards). The resulting LDR in this case was 613 metres.