

INCIDENT

Aircraft Type and Registration:	Grumman AA-5, G-BLFW	
No & type of Engines:	1 Lycoming O-320-E2G piston engine	
Year of Manufacture:	1975	
Date & Time (UTC):	5 November 2006 at 1105 hrs	
Location:	Old Sarum Airfield, Salisbury	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose landing gear bent, small bend in propeller, and minor damage to structure	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	45 years	
Commander's Flying Experience:	113 hours (of which 17 were on type) Last 90 days - 6 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After making a slightly fast approach in light wind conditions, the aircraft landed long, failed to stop and passed at relatively low speed through a barbed wire fence at the airfield boundary.

History of the flight

When approaching Old Sarum Airfield from the south, at the conclusion of his journey from Draycott Farm, Swindon, the pilot turned west before initiating a base leg join for Runway 06. In response to his base leg call to the airfield, he was passed information that confirmed Runway 06 was active and that the wind was 'light and variable'. His airspeed at this stage was about 10 mph higher than normal so, on final approach, he selected full

flap and reduced power. The pilot realised at this time that he would land long but did not consider that it would be overly long and therefore continued his approach. However, after landing, the aircraft did not decelerate as expected and full braking was applied. The pilot reported that from this point on, everything happened very quickly. Despite the application of full braking, he realised that he would not stop before reaching the airfield boundary. Judging it too late at that point to apply power and go-around, he tried to 'zigzag' whilst braking hard in an effort to slow the aircraft. He limited these attempts out of a concern that they could cause the aircraft to turn over. Shortly after straightening the aircraft again, it broached a small barbed wire fence at

the airfield boundary and continued, at relatively low speed, across a small access road beyond the fence. It finally came to rest against an earth bank on the far side of the road. The impact with the bank was not severe, and neither occupant was injured. After switching both the master and magneto switches to OFF, the canopy was opened without difficulty and both occupants vacated the aircraft normally.

The pilot attributes the accident to a deeper than normal touchdown, due to lack of wind, combined with a late realisation of his predicament, by which time it was too late for him to effect a go-around. He believes that if he had made an earlier decision to go-around, the accident could have been avoided.