

**Aircraft Type and Registration:** Grumman AA-5 Traveller, G-BBSA

**No & Type of Engines:** 1 Lycoming O-320-E2G piston engine

**Year of Manufacture:** 1974

**Date & Time (UTC):** 6 May 1995 at 1435 hrs

**Location:** Cumbernauld Airfield, Strathclyde

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 2

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Damage to propeller, engine cowl, wheel fairing and engine firewall; one Airfield Approach Light destroyed

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 50 years

**Commander's Flying Experience:** 152 hours (of which 14 were on type)  
Last 90 days - 4 hours  
Last 28 days - 4 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was approaching to land on Runway 26 at Cumbernauld after a flight from Newcastle Airport. Full flap was selected and the approach appeared to be progressing normally, until approximately 125 yards from the threshold when the aircraft started to sink. Full power was applied and the nose was raised, but the aircraft touched down heavily on its main landing gear in the grass undershoot area, destroying one approach light. The aircraft bounced, then finally touched down on the runway surface. The aircraft was taxied clear of the runway, then the three occupants quickly vacated by the normal means.

The Air/Ground Radio Operator noted that the surface wind was from 260°/5 kt. The pilot considered that possible downdraught/windshear may have occurred at the critical time, but contemplated that a higher approach speed would have helped. A loading calculation indicated that at the time of landing, the aircraft was some 73 lb below its maximum permitted operating weight.