

No: 9/88

Ref: EW/G88/07/10

Category: 1c

**Aircraft Type
and Registration:**

Grumman AA5A Cheetah, G-BHSF

No & Type of Engines:

1 Lycoming O-320-E2G piston engine

Year of Manufacture:

1979

Date and Time (UTC):

12 July 1988 at 1100 hrs

Location:

Blackbushe Airport, Camberley, Surrey

Type of Flight:

Training

Persons on Board:

Crew - 2 Passengers - None

Injuries:

Crew - None Passengers - N/A

Nature of Damage:

Damaged beyond economical repair having struck a lorry with the right wing

Commander's Licence

Private Pilot's Licence with IMC, Night and Assistant Instructor's ratings

Commander's Age:

44 years

**Commander's Total
Flying Experience:**

544 hours (of which 429 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot and AAIB interview

The pilot was completing his third flight of the day and had flown for about 30 minutes since a full refuel of the aircraft. Upon rejoining the circuit he was told that the hard runway 26 was temporarily unavailable and was given joining instructions for the parallel grass runway which is 550 metres long and terminates adjacent to the threshold of hard runway 08. The pilot flew a standard overhead rejoining pattern and made his final approach to the grass runway at an indicated airspeed of 65 kts with full flap selected. He reports that the aircraft touched down in a normal manner near the runway threshold and the ground roll was as he expected for such a surface. About half way along the runway an asphalt taxiway crosses it and at this point the aircraft lurched and bounced into the air. During the bounce, or possibly following a further one, the pilot applied full power and reduced the flap setting to one third. Noting his airspeed he then reverted to his earlier decision not to attempt a 'go-around' and closed the throttle. With the aircraft back on the ground the pilot attempted to stop it but it was apparent that the aircraft would overrun into a raised bank with a wire fence bordering a large vehicle park. The pilot switched off the magnetos and master electrics. Sufficient flying speed remained to enable the pilot to fly the aircraft clear of the fence but its right wing struck the front of a parked lorry. The aircraft swung round and came to rest facing back towards its previous direction of travel. There was no fire and the crew left the aircraft together. Shortly afterwards the airfield crash tender attended the scene.

The landing distance available was adequate in terms of the performance data which is published in the Pilot's Operating Handbook and factored in accordance with the recommendations contained in CAA AIC 52/1985. Since the accident the flying club no longer operates this type of aircraft from the grass runway.