

AAIB Bulletin No: 6/95

Ref: EW/G95/04/14

Category: 1.3

Aircraft Type and Registration:	Grumman AA-5A Cheetah, G-COPY	
No & Type of Engines:	1 Lycoming O-320E2G piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	8 April 1995 at 1520 hrs	
Location:	Biggin Hill Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller and nose landing gear with shock loading to engine	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	125 hours (of which 7 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot established the aircraft on a stable approach to Runway 03 with 20° of flap selected and at a speed of 70 kt. The weather was fine with good visibility and a surface wind of 010°/07 kt. As the aircraft crossed the threshold the pilot closed the throttle and flared to land. The aircraft landed on the mainwheels and bounced. The pilot applied power in an attempt to cushion the second touchdown but the aircraft bounced again. The pilot then applied full power and carried out a go-around climbing to circuit height.

After an uneventful visual circuit and a flapless landing, the aircraft cleared the runway to the right onto the eastern taxiway. Moments later the engine stopped and it became apparent to the pilot that the propeller had been damaged.

The pilot reported that the damage had probably been caused during the first landing attempt although no propeller vibration or other unusual cockpit indications were apparent during the subsequent go-around and visual circuit.