

# Grumman AA-5B, G-ERRY, 5 August 1996

**AAIB Bulletin No: 12/1996**

**Ref: EW/G96/10/02 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Grumman AA-5B, G-ERRY
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4K piston engine
<b>Year of Manufacture:</b>	1978
<b>Date &amp; Time (UTC):</b>	5 October 1996 at 1635 hrs
<b>Location:</b>	Shobden Airfield
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 2
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Bent nose gear leg, propeller and engine
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Rating
<b>Commander's Age:</b>	39 years
<b>Commander's Flying Experience:</b>	213 hours (of which 5 were on type) Last 90 days - 5 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot plus telephone enquiries

A few weeks before the accident the aircraft's engine had misfired and stopped when throttled back for landing. On this occasion the pilot apparently experienced a recurrence of rough running when he throttled back on long-finals. Anticipating that the engine might stop, the pilot kept the aircraft high and slightly fast on final approach which led to a bounced landing. After the bounce the aircraft touched down firmly, nose wheel first. The pilot was able to taxi the aircraft back to the parking area where the nose leg damage and bent propeller were discovered.

The organisation which normally maintained the aircraft confirmed that the carburettor had been removed from the engine a few weeks earlier and sent for testing because the engine had run roughly and stopped when throttled back for landing. Apparently there was no fault found with the carburettor and no recurrence of the problem after it had been re-fitted.

The pilot stated that had the aircraft not misfired on finals, he would have gone around from the bounce.