

Gulfstream AA-5A, G-OSTC, 13 September 1996

AAIB Bulletin No: 11/96 Ref: EW/G96/09/16 Category: 1.3

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| Aircraft Type and Registration: | Gulfstream AA-5A, G-OSTC |
| No & Type of Engines: | 1 Lycoming O-320-E2G piston engine |
| Year of Manufacture: | 1979 |
| Date & Time (UTC): | 13 September 1996 at 1430 hrs |
| Location: | Chichester Airfield, Goodwood, West Sussex |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 - Passengers - None |
| Injuries: | Crew - None - Passengers - N/A |
| Nature of Damage: | Damage to nose landing gear |
| Commander's Licence: | Private Pilot's Licence |
| Commander's Age: | 57 years |
| Commander's Flying Experience: | 89 hours (of which 13 were on type) Last 90 days - 7 hours Last 28 days - 1 hour |
| Information Source: | Aircraft Accident Report Form submitted by the pilot and a report by the aircraft owner |

On the morning of 14 September 1996, a flying instructor carried out a pre-flight inspection of the aircraft. He noticed that the aircraft's attitude was more nose down than usual and subsequent engineering inspection revealed that the nose leg was bent and the torque tube was broken. The aircraft had been flown only three times since undergoing an annual inspection.

The pilot who had flown the aircraft on the previous day noticed nothing unusual when he carried out his pre-flight inspection. He refuelled the aircraft and taxied to the holding point for Runway 32; the surface wind was northerly 5 to 15 kt. The grass runway, while generally in good condition does have areas where the surface is uneven. During the subsequent take off the pilot opened the throttle slowly, applied a small amount of right aileron and back pressure and tracked along the runway centreline. At about 30 to 35 kt, the nose began to "bounce" and he applied more back pressure to reduce the chance of the propeller striking the ground. At about 50 kt, the aircraft bounced once or twice on the main wheels before becoming airborne.

After a short flight in the local area the aircraft returned to the airfield and joined cross wind for Runway 32. The circuit and approach were uneventful and the pilot reported that his initial touchdown was light. Shortly afterwards, the aircraft became airborne again as it went over a slight ridge. The pilot applied back pressure to the control column and the aircraft bounced once again before settling normally onto the runway.

The pilot reported that he noticed nothing unusual about the way the aircraft handled or that its attitude when parked was any different from what it had been when he did the pre-flight check. He was aware of the reasons why it is important to report a heavy landing but did not consider that this flight had warranted such action.

The owner reported that a witness had described the landing to him as appearing to be heavy in a "flat" attitude. A small cloud of dust was raised as the nose wheel touched down and it was seen to shimmy.