

## Gulfstream AA-5B, G-BIPV

**AAIB Bulletin No:** 10/99      **Ref:** EW/G99/06/25      **Category:** 1.3

**Aircraft Type and Registration:** Gulfstream AA-5B, G-BIPV

**No & Type of Engines:** 1 Lycoming O-360-A4K piston engine

**Year of Manufacture:** 1979

**Date & Time (UTC):** 22 June 1999 at 1358 hrs

**Location:** Bournemouth International Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Nosewheel collapsed, engine shock loaded

**Commander's Licence:** Private Pilot's Licence with IMC Rating

**Commander's Age:** 57 years

**Commander's Flying Experience:** 681 hours (of which 4 were on type)  
Last 90 days - 8 hours  
Last 28 days - 8 hours

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

The pilot had flown from Lydd Airfield to Bournemouth Airport. The forecast meteorological conditions were CAVOK with a surface wind of 240°/10 kt. Runway 26 was the runway in use at Bournemouth. It has a published landing distance of 1,970 metres with an asphalt surface that was dry. In addition to approach and threshold lighting this runway is also provided with PAPIs set to 3°.

After positioning at a visual reporting point the pilot was instructed to report on left base for Runway 26 and told that he was following a Puma helicopter. The pilot elected to complete one orbit in order to extend the spacing between himself and the helicopter. He positioned on the final approach at 3 nm and soon established himself on a vertical profile with the PAPIs indicating two red and two white lights with the airspeed stable. The pilot was then aware of traffic on finals behind him and so he decided to land and turn off at the intersection with Runway 17; this allowed a landing distance of 832 metres. The pilot selected full flap just prior to landing and did not have the time to correct the subsequent trim change. The aircraft landed heavily on all three wheels. The duty air traffic controller saw the aircraft bounce back into the air before landing on the nosewheel, the propeller also made contact with the runway surface.