

# Gulfstream AA-5A, G-PAWS

<b>AAIB Bulletin No:</b> 1/2002	<b>Ref:</b> EW/G2001/11/02	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Gulfstream AA-5A, G-PAWS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2G piston engine	
<b>Year of Manufacture:</b>	1979	
<b>Date &amp; Time (UTC):</b>	2 November 2001 at 1251 hrs	
<b>Location:</b>	Southend Airport, Essex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Nosewheel collapsed, propeller and engine damaged	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	35 years	
<b>Commander's Flying Experience:</b>	79 hours (of which 11 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had completed a local flight from Southend and returned to the airport to land on the dry asphalt surface of Runway 24 with a published landing distance available of 1,454 metres. The meteorological conditions were reported to be CAVOK with a surface wind of 300°/06 kt. The first approach was normal but at a late stage on the approach the pilot decided that he was too high and commenced a go around for a further circuit.

The pilot reported that his second approach was normal until touchdown. He reported that when he relaxed the back pressure on the control column to lower the nose wheel and commence braking the aircraft continued to pitch down into a nose low attitude. The nose wheel had collapsed and the

aircraft continued in a straight line before veering to the right, coming to rest on the runway surface before the central taxiway.

Another pilot watched the AA5 during its final approach. He reported that the aircraft was flying faster than for a standard approach although the angle of descent appeared normal. He described the aircraft landing without any noticeable flare, developing a porpoise motion and bouncing a number of times until the nose wheel collapsed. As it continued for some distance along the runway, sparks, together with some smoke, were seen to come from its underside.

When the aircraft came to rest the pilot selected the fuel and electrical power to 'OFF' and vacated the aircraft. The airfield fire and rescue services arrived very shortly afterwards.

The nose wheel had collapsed during the landing allowing the propeller to strike the runway and damage the engine. An inspection of the nose leg by a local maintenance organisation revealed no pre-existing failures.