

## Gulfstream AA-5B, G-BTII

<b>AAIB Bulletin No:</b> 10/2002	<b>Ref:</b> EW/G2002/08/22	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Gulfstream AA-5B, G-BTII	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4K piston engine	
<b>Year of Manufacture:</b>	1979	
<b>Date &amp; Time (UTC):</b>	24 August 2002 at 0955 hrs	
<b>Location:</b>	Barton	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to both wings and underside of the fuselage.	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	42 years	
<b>Commander's Flying Experience:</b>	173 hours (of which 13 were on type)	
	Last 90 days - 17 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had carried out a VFR cross country flight from Biggin Hill aerodrome in Kent to Barton airfield near Manchester. The weather forecast for the route was good with conditions in the Manchester area given as wind 280° at 10 kt, visibility in excess of 10 km with cloud BKN at 4,000 feet. There was a PROB 40 TEMPO covering the ETA at Barton of 5,000 metres visibility in showers with BKN CB at 1,500 feet. Having followed the low-level route to the Thelwall Viaduct VRP, the main cloud base had gradually lowered to approximately 1,000 feet with a small amount of stratus below that height. The pilot estimated that the visibility had reduced to 4,000 metres in rain. He located Barton airfield and was cleared to land on Runway 27 South (S), which is a grass runway with a Landing Distance Available (LDA), of 621 metres. The pilot made two attempts to land on Runway 27, but was forced to carry out a go around on both occasions due to low cloud on the approach. He was offered Runway 09 S with a surface wind of 270° at less than 5 kt and positioned his aircraft to land on that runway. Again he was forced to carry out a go around due to

low cloud and made a second approach touching down at a point approximately two thirds of the way along the runway. Whilst the touch down was long, the pilot thought he had sufficient stopping distance available but with the wet grass and lack of required stopping distance, the aircraft overran the end of the runway and struck a hedge at approximately 25 kt. The airfield Rescue and Fire Fighting Service (RFFS) responded immediately whilst the pilot carried out the emergency shut down procedures and assisted his passengers to leave the aircraft by the normal sliding canopy exit.

The pilot concluded that the weather was very poor and worse than forecast, which when combined with the lowering cloudbase, had caused him concern which in turn had created in him a need to get the aircraft on the ground. It was also possible that the restricted visibility and slight tail wind had added to his problems because he had not carried out any downwind landings in such conditions.