

Gulfstream AA-5A, G-BXCZ

AAIB Bulletin No: 10/2000 **Ref:** EW/G2000/07/20 **Category:** 1.3

Aircraft Type and Registration: Gulfstream AA-5A, G-BXCZ

No & Type of Engines: 1 Lycoming O-320-E2G piston engine

Year of Manufacture: 1979

Date & Time (UTC): 19 July 2000 at 1210 hrs

Location: Cranfield Airport, Bedfordshire

Type of Flight: Training

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Propeller damage, nose landing gear. Engine removed for shock load inspection

Commander's Licence: Student Pilot

Commander's Age: 56 years

Commander's Flying Experience: 26 hours (all on type)

Last 90 days - 16 hours

Last 28 days - 10 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

A student pilot who, three days previously, had successfully carried out his first solo was undergoing consolidation training with an instructor. After five good circuits and landings, the instructor left the aircraft in order that the student could continue solo with a further five circuits and landings. The first three landings were satisfactory but on the fourth approach, when the pilot requested a landing clearance, he was cleared only to 'continue'. Air Traffic Control issued this clearance because an aircraft ahead of him was still on the runway carrying out a 'touch and go'. With the approach angle and air speed correct the pilot continued his approach, receiving a late landing clearance. In his report he did not consider that this had contributed to the incident.

The pilot rounded out and flared as normal but, just before the aircraft touched down, it ballooned to a height of about 10 to 15 feet, possibly due to a gust of wind. The pilot continued to apply back pressure on the control column but he could not prevent the aircraft from sinking rapidly and striking the ground hard, initially with the right main landing gear followed by the nose landing

gear and then the left main landing gear. The pilot, although realising that the landing was heavy, was not aware of any damage having been caused. He taxied in and shutdown at which point it was apparent that the propeller had been damaged.

The instructor who had been observing the circuits from the control tower confirmed that the approach had been normal and the student was used to late clearances to land. When the aircraft was high in the round out with little energy, only application of power could have prevented the heavy landing.