

Grob G115E Tutor, G-BYVE

AAIB Bulletin No: 11/2003	Ref: EW/G2003/08/44	Category: 1.3
Aircraft Type and Registration:	Grob G115E Tutor, G-BYVE	
No & Type of Engines:	1 Lycoming AEIO-360-B1F piston engine	
Year of Manufacture:	2000	
Date & Time (UTC):	26 August 2003 at 1605 hrs	
Location:	Boscombe Down, Salisbury, Wiltshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose gear collapsed, propeller and front fuselage damaged. Engine shock loaded	
Commander's Licence:	Student pilot	
Commander's Age:	23 years	
Commander's Flying Experience:	13 hours (all on type)	
	Last 90 days - 13 hours	
	Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The accident occurred on the student's second solo circuit sortie. On this approach he flared too late, causing the aircraft to contact the ground heavily and bounce. Suspecting that the aircraft may have been damaged, the student chose to continue to land. The aircraft then entered a pilot induced oscillation, causing it to bounce a further three or four times during which time the nose gear was damaged, before finally settling on the runway. He applied the brakes and the aircraft spun around 180° to the right before coming to rest on the main landing gear and its nose. After securing the aircraft, the pilot made his exit unaided over the wing. The airport fire service was quickly in attendance.

Runway 05 was in use and the wind at the time of the accident was 100°/06 kt, as recorded by the Met Office at Boscombe Down. Visibility was good with nil significant weather.

The student's flying instructor commented that the student had been having difficulty achieving consistent touchdowns during the dual circuit consolidation sessions. He showed a tendency to flare early, with a long float such that he did not arrive accurately at the touchdown point. His first solo circuit had been satisfactory, although it was apparent that he was working to capacity as he had missed calls to ATC.