

Gulfstream AA-5A, G-BGFG, 21 September 1997

AAIB Bulletin No: 12/1997

Ref: EW/G97/09/23 Category: 1.3

Aircraft Type and Registration:	Gulfstream AA-5A, G-BGFG
No & Type of Engines:	1 Lycoming O-320-E2G piston engine
Year of Manufacture:	1978
Date & Time (UTC):	21 September 1997 at 1834 hrs
Location:	Elstree Aerodrome, Hertfordshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Substantial damage to the right wing
Commander's Licence:	Private Pilot's Licence
Commander's Age:	35 years
Commander's Flying Experience:	89 hours (of which 19 were on type) Last 90 days - 16 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had flown from Jersey Airport, Channel Islands to Elstree. The forecast meteorological conditions for his arrival at Elstree included a surface wind of 090_/10 kt with no significant cloud or weather and a visibility greater than 10 km; the actual conditions verified the accuracy of this forecast although the surface wind was 090_/05 kt. Sunset had occurred at 1803 hours (night flying therefore officially commenced at 1833 hours) and, with darkness approaching, ATC suggested Runway 26 since it is equipped with a Low Intensity Two Colour Approach Slope System (LITAS) and runway lights; Runway 08 is only equipped with runway lights. The pilot positioned for Runway 26 but decided that the approach was unsatisfactory and he completed a go around; he recognised that he had problems judging the approach when faced with both a tailwind and an uphill slope on the runway. The second approach was satisfactory but after touchdown a 'pilot induced oscillation' developed. An instructor in the ATC tower suggested a go

around which was initiated by the pilot. However, the pilot then realised that he had insufficient distance available to clear obstacles in the projected flight path so he aborted the go around, closed the throttle and placed the aircraft back on the runway surface. The aircraft came to rest about 30 metres beyond the end of the runway having struck the marker board for Runway 08. Neither the pilot nor his passengers suffered any injuries. The pilot did not have a night rating endorsement on his pilot's licence.