

INCIDENT

Aircraft Type and Registration:	Gulfstream AA-5B Tiger, G-BJAJ	
No & Type of Engines:	1 Lycoming O-360-A4K piston engine	
Year of Manufacture:	1979 (Serial no: AA5B-1177)	
Date & Time (UTC):	2 June 2013 at 1900 hrs	
Location:	Mount Rule Airfield, Isle of Man	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to right wing leading edge, flap and stall warning sensor	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	38 years	
Commander's Flying Experience:	383 hours (of which 105 were on type) Last 90 days - 29 hours Last 28 days - 27 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft had flown from Bishops Court in Northern Ireland and was joining the circuit, 'right-hand, downwind to land' at Mount Rule Airfield, Isle of Man. The flight had been uneventful and the weather was good with a light and variable northerly wind, visibility in excess of 10 km and no cloud below 1,900 ft. The pilot had lowered full flap in preparation for a short field landing and, as the flaps were reaching the end of their travel, he sighted a large brown bird directly ahead of the aircraft. The airspeed had been reduced to 80 kt and

the pilot elected not to take avoiding action, in order to prevent the possibility of departing from controlled flight. The bird struck the leading edge of the right wing near the stall warning sensor and then impacted the lowered flap. There were no handling difficulties and the pilot carried out a normal landing. The bird was seen at such a late stage that only violent avoiding action might have avoided the collision. Given the aircraft's low airspeed and the limited damage, the pilot considered his actions had been correct.