Grumman AA-5A, G-OBSF, 8 February 1997

AAIB Bulletin No: 4/97 Ref: EW/G97/02/05 Category: 1.3

Aircraft Type and Registration:	Grumman AA-5A, G-OBSF
No & Type of Engines:	1 Lycoming O-320-E2G piston engine
Year of Manufacture:	1977
Date & Time (UTC):	8 February 1997 at 1650 hrs
Location:	Blackbushe Airport, Surrey
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - 1 (Minor) - Passengers - N/A
Nature of Damage:	Substantial general damage to engine and airframe
Commander's Licence:	Private Pilot's Licence
Commander's Age:	43 years
Commander's Flying Experience:	99 hours (of which 98 were on type)
	Last 90 days - 4 hours
	Last 28 days - Nil
Information Source:	Aircraft Accident Report Form submitted by the pilot and a report by the CFI

At about 1640 hrs, the aircraft took off on Runway 08 for a circuitdetail; the weather was:

Surface wind	190°/2 kt
Visibility	4 to 6 km in Haze
Cloud	Few base 800 feet
	Broken base 1,700 feet
Temperature	+10°C

On his first circuit the pilot had to descend to 600 feet on thedownwind leg to remain visual with the airfield. The weather appearedto be deteriorating rapidly so the pilot decided to land as soonas possible. Unfortunately when he turned onto the crosswind leghe felt that he was not in a good position to continue the approachand so he decided to go-around. The circuit got busier as moreaircraft returned to land before the weather deteriorated furtherand the pilot found the situation very difficult. He went aroundfrom the second circuit and, as he established on the crosswindleg of the third, he was told that there was another aircrafton his left side, behind and slightly higher. Meanwhile the CFI,concerned about the deteriorating weather, had instructed theAFISO to tell the pilot to land as soon as possible. He repliedthat this was already his intention.

As he turned onto final approach there was another aircraft aheadand below; the pilot thought he would have to go-around and preparedto do so. However, the AFISO instructed the aircraft ahead togo-around. The aircraft was now high on the approach so the pilotincreased his rate of descent aiming initially at a point onethird down the runway. The aircraft touched down and bounced,the pilot applied some power and then attempted to land again.The aircraft again bounced so he decided to go-around; he appliedfull power and raised one stage of flap. He could not recall clearlywhat happened next but he was aware that there was insufficientrunway left to complete the go-around. He thought that he hadthen closed the throttle but there was also insufficient runwayleft in which to stop.

The aircraft was seen to touch down about halfway along Runway08, at what appeared to be a faster than normal speed, and ithad then started to porpoise. It was estimated that the pointat which full power was applied for the go-around was in linewith the mobile control tower, about 150 metres from the runwayend.

The aircraft went through the boundary fence and came to rest,in a nose down attitude, in a small copse about 50 metres beyondthe end of the runway. The pilot who was wearing diagonal uppertorso restraint was uninjured and escaped without assistance.

The wreckage was subsequently examined (not by the AAIB); it wasreported that the flaps were retracted and the throttle was fullyforward; the propeller showed signs of being under power at impact.Both fuel tanks had been ruptured, probably by contact with thefence post, and the nose landing gear had collapsed.