

Grob G115, G-BOPU

AAIB Bulletin No: 5/2003	Ref: EW/G2002/11/01	Category: 1.3
Aircraft Type and Registration:	Grob G115, G-BOPU	
No & Type of Engines:	1 Lycoming 0-235-H2C piston engine	
Year of Manufacture:	1988	
Date & Time (UTC):	2 November 2002 at 1612 hrs	
Location:	Manchester Barton Aerodrome	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Punctures to wing and bent propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	19 years	
Commander's Flying Experience:	59 hours (of which 39 were on type)	
	Last 90 days - 10 hours	
	Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had completed a local flight and was landing at Barton on the wet grass of Runway 09 Main (Landing Distance Available (LDA) 621metres). After touchdown, which was at a slightly higher speed than normal, the pilot decided to convert the planned 'full stop' landing into a 'touch and go' in order to carryout further circuits. Full power was applied for approximately five seconds but with the aircraft still on the runway, the pilot, concerned with the proximity of a block of flats ahead in the climb out area, changed his mind again and decided to stop. He closed the throttle, pressed firmly on the brakes and felt them lock up on the wet grass. The aircraft slid along the remainder of the runway, overran the LDA and stopped after colliding with a low hedge. The speed of impact was approximately 15 kt and both occupants were able to vacate the aircraft without injury.