

# Grumman AA-5B, G-PORK

**AAIB Bulletin No:** 11/99      **Ref:** EW/G99/07/43      **Category:** 1.3

**Aircraft Type and Registration:** Grumman AA-5B, G-PORK

**No & Type of Engines:** 1 Lycoming O-360-A4K piston engine

**Year of Manufacture:** 1977

**Date & Time (UTC):** 13 July 1999 at 1315 hrs

**Location:** Eaglescott Airfield, Devon

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Propeller destroyed; engine shock loaded; damage to underside of wings

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 54 years

**Commander's Flying Experience:** 350 hours (of which 85 were on type)

Last 90 days - 21 hours

Last 28 days - 15 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The pilot had arrived from Southampton with his passenger for a meeting and was on the ground at Eaglescott for approximately one hour. For the return flight, he was conscious of a weather front approaching from the West and was anxious to get airborne quickly. His passenger had been qualified as a pilot and the operating pilot allowed him to carry out an external walk round check while he completed his internal checks. Start up and taxi were normal and the pilot commenced his take off on Runway 26. This runway has a grass surface and is 600 metres long with an overrun of 180 metres. On the take-off run, the pilot noted that the ASI was inoperative and realised that the pitot head cover had not been removed. He turned left downwind and advised 'Eaglescott Radio' that he wished to land. He was cleared to land at his discretion and made his approach to Runway 26. At the time, the pilot estimated the surface wind as approximately 10 to 15 kt from the north west. As he approached the runway, he realised that he was too fast and made a go-around from low level. For his next approach, the pilot set himself up for a glide approach from a low-level circuit. However, as he approached the runway threshold, the aircraft was still too fast and the

eventual touchdown was at an estimated 150 metres from the far end of the runway. The aircraft went off the end of the runway, past the overrun and slid down a steep bank.

The pilot acknowledged his responsibility for the pitot head cover not being removed before flight and admitted that his rush to get airborne was a contributing factor. On reflection, he also considered that a better option, once airborne, would have been to continue his flight to Southampton Airport where a landing, without an operating ASI, would have been less critical on the longer runway available.