

Aircraft Type and Registration: Gulfstream AA-5B Tiger, G-BOZZ

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

Year of Manufacture: 1979

Date & Time (UTC): 15 May 1993 at 1750 hrs

Location: Southampton Airport, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to propeller and nose landing gear

Commander's Licence: Private Pilot's Licence

Commander's Age: 57 years

Commander's Flying Experience: 146 hours (of which 44 hours were on type)
Last 90 days - 14 hours
Last 28 days - 6 hours

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

The aircraft was engaged on a flight from Old Sarum to Southampton. The pilot reported that there was a little pressure from ATC to expedite the landing due to commercial traffic. The aircraft joined left base for Runway 02, and the pilot reported that the approach was slightly fast with one third flap and a slight tail wind. During the landing the aircraft touched down heavily and bounced several times. A go-around was carried out and the aircraft responded normally, however during the second landing a further bounce occurred. The landing was completed and during taxi some vibration was felt. After shutting down it was seen that the propeller tips were damaged. Subsequent detailed engineering inspection showed that some damage had also occurred to the nose landing gear.

On the 1 August 1993 the aircraft was involved in a second incident, with a different pilot, during which the nosewheel partially separated from the nose leg during the landing roll at Jersey. It was established that the nosewheel axle bolt had migrated out of position and the nut was missing. On this installation a castellated nut and split pin is specified, but when examined the tail of the bolt was found to be undrilled. Some aircraft are fitted with a different type of axle made from bar stock threaded at both ends. For such aircraft the Illustrated Parts Catalogue shows a castellated nut and split pin at one end of the axle, and a stiffnut at the other end. It has not been possible to establish if a stiffnut had been in place.