ACCIDENT

Aircraft Type and Registration:	Gulfstream AA-5A, G-MSTC
No & type of Engines:	1 Lycoming O-320-E2G piston engine
Year of Manufacture:	1979
Date & Time (UTC):	17 June 2006 at 1040 hrs
Location:	Andreas Airfield, Isle of Man
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Extensive damage to lower fuselage, wings, landing gear, engine and propeller
Commander's Licence:	Private Pilot's Licence
Commander's Age:	78 years
Commander's Flying Experience:	3,223 hours (of which 32 were on type) Last 90 days - Not known Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone inquiries by the AAIB

Synopsis

An unexpected change in the wind direction resulted in the pilot landing with a strong tail wind. Realising that there was insufficient distance in which to stop, he commenced a go-around during which the flaps remained in the fully down position. During the climb the aircraft hit a hedge at the end of the runway and landed heavily in the adjacent field.

History of the flight

The pilot reported that he took off with a passenger from Runway 11 at Andreas, an unlicensed airfield on the Isle of Man, with the intention of flying a number of circuits. The wind, when he took off, was from the south-east at 3 to 4 kt. During the fifth touch and go the pilot assessed the wind as being very light and, therefore, in order to save a long taxi back to the parking area he decided to make his final approach and landing using Runway 29. The pilot reported that he selected full flap and established the approach to land deep, but that he touched down later than he had intended. As the braking action on the loose runway surface appeared to be poor he commenced a go-around by fully opening the throttle and selecting the flaps up. He reported that the aircraft was quickly airborne and began to climb slowly when it hit a hedge at the end of the runway, within which was an old farm trailer. The aircraft subsequently landed heavily

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in the field beyond the hedge having sustained extensive damage. Both the pilot and passenger were uninjured and vacated the aircraft through the sliding canopy.

After exiting the aircraft the pilot noted that the wind had increased to between 10 and 12 kt and that the flaps on the aircraft were still extended.

Damage to aircraft

An aircraft surveyor reported that the aircraft was extensively damaged and beyond economic repair. The left landing gear had been torn from its mountings and the nose landing leg had fractured and collapsed. The left wing was badly distorted, both flaps were damaged, the propeller blades were bent and the engine shock loaded.

Description of airfield

Andreas is an old World War II airfield, which is currently the home of the Andreas Gliding Club. Runway 29/11 is approximately 1,100 m long and has a surface of degraded tarmac covered in loose stones and debris. The Gliding club allows fixed wing aircraft to use the unlicensed airfield at their own risk. The pilot stated that because of the risk of damage to the propeller his normal practice was to keep the taxiing distance to a minimum by landing deep.

Flap system operation

The flaps on the aircraft are electrically operated by a flap selection lever. To select flaps down the lever is held forward and the flap indicator is monitored. The flap selection lever is released once the required amount of flap is obtained. To select flaps up the selection lever is moved to the up position. Once the up circuit is engaged the flaps will continue to retract even if the selection lever is moved to the off position.

Comment

On this occasion the pilot believes that he did not move the flap operating lever sufficiently for the flap up selection to engage. He also believes that the accident occurred as a combination of landing down wind with a stronger than expected tail wind and then attempting a go around with the flaps in the incorrect position.

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