

No: 3/88

Ref: 1c

**Aircraft type and registration:** Grumman AA-5A G-IFLI

**No & Type of engines:** 1 Lycoming 0-320-E2G piston engine

**Year of Manufacture:** 1979

**Date and time (UTC):** 23 January 1988 at 0938 hrs

**Location:** Blackbushe Airport, Camberley, Surrey

**Type of flight:** Training

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — None                      Passengers — N/A

**Nature of damage:** Relatively minor — nose landing gear damaged, bent propeller

**Commander's Licence:** Private Pilot's Licence with IMC, Night and Assistant Instructor's Ratings

**Commander's Age:** 29 years

**Commander's Total Flying Experience:** 480 hours (of which 120 were on type)

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

The club's duty QFI had completed a circuit detail and returned at 0910 hrs. His assessment of the weather was that the cloud base was at 1000 feet agl.

At 0930 hrs assistant instructor with a student took off with the intention of carrying out a low level circuit detail. After take-off some low cloud was apparently at 100 feet agl and the aircraft entered cloud at 200 ft agl. The instructor took control and flew a circuit with very little visual reference. The terminal buildings were sighted briefly on the downwind leg and several seconds were allowed to elapse before the aircraft was turned onto base leg. The turn on to final approach was achieved after the aircraft had passed through the extended centreline of the runway, and a turn to the left was found to be necessary in order to align the aircraft with the runway. As a result the aircraft touched down  $\frac{2}{3}$  along the length of the runway. As the brakes were applied, the aircraft skidded, so the pilot released the brake pressure. He then re-applied the brakes but the aircraft overran the end of the runway and came to rest against a grassy bank. The student was evacuated and the aircraft was made safe before the instructor vacated the aircraft.

Diagonal upper torso restraint was being worn and held throughout. There was no fire.