

Grumman AA-5, G-BASG

AAIB Bulletin No: 1/2001

Ref: EW/G2000/09/03 - Category: 1.3

Aircraft Type and Registration: Grumman AA-5, G-BASG

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

Year of Manufacture: 1973

Date & Time (UTC): 3 September 2000 at 1610 hrs

Location: Isle of Bute, Strathclyde

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence

Commander's Age: 81 years

Commander's Flying Experience: 2,419 hours (of which 152 were on type)

Last 90 days - 0 hours

Last 28 days - 0 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had intended to depart on a local flight from the 480 metres grass strip with one child as a passenger. He had calculated the aircraft weight as 1,730 lb and, for the prevailing conditions, the ground run required was 800 feet (244 metres) with 10° flap selected.

The aircraft was taxied to the holding point and the pilot carried out the pre take-off power checks before taxiing onto the threshold of Runway 27. The wind was light and estimated by the pilot to be southwesterly 5 kt. The air temperature was 16°C. Witnesses observing the aircraft saw it stop on the threshold following the engine power check, which sounded normal and commence the take-off run. The pilot had selected 10° flap and used the performance take off technique of applying full power before starting the take-off roll. The aircraft began to accelerate normally but after 50 to 60 metres the witnesses heard the engine running roughly. The rough running continued and was accompanied by misfiring which increased in severity as the aircraft slowly gained speed. Approximately three quarters of the distance along the runway the pilot closed the throttle and applied the brakes. A witness, who had regularly observed aircraft departing from the runway,

which had a 1% downhill slope, thought that the speed at the point where the throttle was closed was slower than normal.

At the end of the runway a small undulation in the grass surface caused the aircraft to bounce into the air and with the subsequent loss of braking the aircraft overran the runway and struck a fence. It slewed to the left for approximately 30 metres before entering a deep ditch. The pilot switched off the fuel and electrics and the witnesses assisted the occupants out of the aircraft.

The pilot, who had operated the same aircraft from the strip prior to the accident flight, concluded that the loss of engine power had prevented the normal acceleration of the aircraft.