

AAIB Bulletin No: 8/94

Ref: EW/G94/06/04

Category: 1.3

Aircraft Type and Registration: Gulfstream American AA-5A Cheetah, G-GOCC

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

Year of Manufacture: 1979

Date & Time (UTC): 7 June 1994 at 1306 hrs

Location: Cranfield Airport, Bedfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Nose landing gear strut buckled and propeller tips bent

Commander's Licence: Private Pilot's Licence

Commander's Age: 24 years

Commander's Flying Experience: 96 hours (of which 18 were on type)
Last 90 days - 18 hours
Last 28 days - 13 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was cleared to join left base for Runway 22 at Cranfield; the weather was reasonable with broken cloud reported at 2,400 feet agl, and a surface wind of 240°/17 kt. Following an orbit, because of departing traffic, the pilot reported on finals and was cleared to land on Runway 22. A normal full flap approach was made using the PAPIs for glideslope control, and the pilot started his flare as he crossed the threshold at 65 kt. The aircraft floated longer than the pilot expected and, as he reduced power the main landing gear contacted the runway surface and the aircraft bounced. The pilot added a little power, lowered the nose, and the aircraft landed but bounced again. On the third landing the nose landing gear collapsed and the propeller hit the runway; the aircraft skidded to the right and then stopped. The pilot made a radio call to ATC, made the aircraft safe and then evacuated the aircraft.

The pilot stated that the accident was caused by his improper pitch control which resulted in a bounced landing and subsequent failure of the nose landing gear.