

ACCIDENT

Aircraft Type and Registration:	Grumman AA-5A Cheetah, G-BFIN	
No & Type of Engines:	1 Lycoming O-320-E2G piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	11 February 2008 at 1552 hrs	
Location:	Prestwick Airport, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damaged nosewheel and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	141 hours (all of which were on type) Last 90 days - 1 hour Last 28 days - None	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a landing on Runway 13 at Prestwick, the pilot judged that he was high on final approach and reduced power to increase the rate of descent. During the flare the aircraft landed heavily on the runway and pitched nose down, causing the propeller to strike the runway surface.

History of the flight

The pilot was conducting a series of circuits using Runway 13 at Prestwick. This runway has a concrete/asphalt surface with a landing distance available of 2,743 m, a width of 46 m and was equipped with PAPIs at 3°. The surface wind was calm and weather conditions were fine.

The pilot judged that he was high on the approach and reduced power in an attempt to regain the correct approach path. As he flared he reported that the aircraft sank heavily and contacted the runway. The nose pitched down, the nose landing gear was damaged and the propeller struck the runway. The pilot taxied clear of the runway and, not realising that the aircraft had been damaged, he then took off for another circuit. The damage was discovered after the aircraft had shutdown at the flying club.

The flying club had a policy whereby to hire an aircraft without an instructor the pilot must have flown within the preceding 60 days. There was no requirement regarding the length of the required preceding flight. The pilot's

previous flight was in the same aircraft, and took place on 24 December 2007, seven weeks prior to the accident, and was of 20 minutes duration. Although this was the only flight that he had completed in the three months

preceding the accident, this did comply with the recency requirements both for the flying club and of the Private Pilot's Licence.