

ACCIDENT

Aircraft Type and Registration:	GROB G115, G-BOPT	
No & type of Engines:	1 Lycoming O-235-H2C piston engine	
Year of Manufacture:	1988	
Date & Time (UTC):	26 July 2006 at 1350 hrs	
Location:	Barton Aerodrome, Manchester	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear collapse and propeller damage	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	77 years	
Commander's Flying Experience:	22,000 hours (of which 34 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Following a training flight, the student pilot carried out a landing on Runway 27L. The landing was heavy, resulting in several bounces and an eventual collapse of the nosewheel. The commander assessed that the student pilot had rounded out too high, resulting in the aircraft sinking and the subsequent hard landing and bounce.

History of the flight

The instructor (commander) was converting the student pilot onto the GROB 115. The student was in the middle of a flight instructor course, having already gained a commercial pilot's licence. The training flight had been without incident and the student pilot flew the aircraft back to Barton to continue some training in the circuit.

The student flew the approach to Runway 27L; initially he was high but he corrected this error. The aircraft then landed heavily, on all three landing gears, and bounced. It then bounced again, after which it yawed and rolled to the left. The commander took control, during which the nosewheel collapsed and the propeller struck the ground. The aircraft finally came to rest to the left of the runway. Both occupants were uninjured and exited the aircraft normally.

The instructor assessed that the student pilot rounded out too high, resulting in the aircraft sinking and the subsequent hard landing and bounce. The instructor added, as a personal comment, that he was concerned about the landing technique of some pilots, accustomed

to flying light aircraft onto long paved runways. The availability of long paved landing surfaces seemed to encourage higher approach speeds and pilots would allow this excess speed to dissipate by closing the throttle

earlier than would normally be expected. This resulted in them adopting a landing technique unsuitable for shorter grass runways, such as those in use at Barton.