

Gulfstream American GA-7, G-OOGI

AAIB Bulletin No: 9/2001 **Ref:** EW/G2001/06/11 **Category:** 1.1

Aircraft Type and Registration: Gulfstream American GA-7, G-OOGI

No & Type of Engines: 2 Lycoming O-320-D1D piston engine

Year of Manufacture: 1978

Date & Time (UTC): 10 June 2001 at 1707 hrs

Location: Denham Airfield, Uxbridge

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 3

Injuries: Crew - None - Passengers - None

Nature of Damage: Left engine cowl dented. Dent in left wing and wing root fairing damaged

Commander's Licence: Private Pilots Licence

Commander's Age: 44 years

Commander's Flying Experience: 347 hours (of which 104 were on type)

Last 90 days - 28 hours

Last 28 days - 17 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was turned onto final approach for Runway 24 at Denham. The surface wind was 330° at 10 kt, visibility of 10 km and scattered cloud at 2,000 feet. The runway surface was dry. When at about 200 feet the pilot noticed a significant crosswind component from the right, which he allowed for by yawing the aircraft to the right. When just above the runway at a speed of about 80 kt, the pilot reduced the drift and aligned the aircraft with the runway. The aircraft floated, touching down approximately one third of the distance along the runway. The pilot applied the brakes, which

caused the wheels to skid some four or five times with an audible screeching sound. The pilot realised that the aircraft was not going to stop before the end of the runway and insufficient distance remained in which to carry out a go-around. He stopped the engine and the aircraft veered right into a hedge at the end of the runway. On vacating the aircraft the pilot noticed a significant tail wind.

The pilot concluded that when he realised that he was going to land so far down the runway, he should have executed a go-around.