

Grumman AA-5A, G-NASH

AAIB Bulletin No: 12/98 **Ref: EW/G98/10/16** **Category: 1.3**

Aircraft Type and Registration: Grumman AA-5A, G-NASH

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

Year of Manufacture: 1978

Date & Time (UTC): 17 October 1998 at 1042 hrs

Location: Sandown Airport, Isle of Wight

Type of Flight: Private (Training)

Persons on Board: Crew - 2 - Passengers -None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to right wing, landing gear and propeller

Commander's Licence: Basic Commercial Pilot's Licence with AFI Rating

Commander's Age: 34 years

Commander's Flying Experience: 457 hours (of which 14 were on type)
Last 90 days - 30 hours
Last 28 days - 21 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The purpose of the flight was instruction of a student pilot in the early stages of his circuit and landing training. The first approach resulted in a go-around because the student realised that he was too high on short finals. On the second approach, the student allowed the speed to reduce to 60 kt rather than the target speed of 70 kt while drifting to the left of centreline. The instructor took control and repositioned the aircraft on the centreline at the correct speed before handing control back to the student. The student again allowed the speed to decay but responded to the instructor's call of 'speed' before again allowing the speed to decay. After two further calls of "speed", to which the student failed to respond, the instructor called "I have control" but the student failed to relinquish control. The instructor again called "I have control" but the student still did not react. At this point, the stall warning sounded and the right wing dropped, whereupon the instructor knocked the student's hand from the throttle, applied full power, lowered the nose and managed to raise the right-wing. Despite his actions, the instructor was unable to prevent the aircraft from landing heavily on the runway causing damage to the right-wing, landing gear and propeller.

The instructor considered that the cause of the accident was the student's failure to relinquish control at a critical point in the flight and the delay in his gaining control because of the need to use physical force to do so.