

Gulfstream American GA-7 Cougar, G-HIRE

AAIB Bulletin No: 5/2004	Ref: EW/G2003/06/33	Category: 1.3
Aircraft Type and Registration:	Gulfstream American GA-7 Cougar, G-HIRE	
No & Type of Engines:	2 Lycoming O-320-D1D piston engines	
Year of Manufacture:	1979	
Date & Time (UTC):	7 June 2003 at 1235 hrs (notified to the AAIB 13 January 2004)	
Location:	Andrewsfield, Essex	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	R/H propeller, spinner, forward & rear spinner plates, damaged. R/H engine shock loaded. R/H main landing gear damaged. Dents to R/H flap and upper wing	
Commander's Licence:	Basic Commercial Pilot's Licence with Instructor Rating	
Commander's Age:	67 years	
Commander's Flying Experience:	4,925 hours (of which 1 was on type)	
	Last 90 days - 120 hours	
	Last 28 days - 60 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The purpose of the flight was to renew the single-pilot multi-engine aircraft rating of the handling pilot. Upper air training exercises had been completed and the aircraft returned to the circuit and had flown two normal circuits. Touchdown from both approaches had been well down the runway and prior to flying the third and final circuit the instructor reminded the handling pilot of the correct approach speed.

The speed during the initial stages of the final approach was correct, but as the aircraft neared the runway the speed reduced. As the aircraft crossed the threshold, the handling pilot pulled back on the control column and almost immediately the stall warning horn sounded, the right wing dropped and the aircraft landed very heavily on the right main landing gear. The aircraft vacated the runway normally and taxied to its parking position where the occupants, who were uninjured, disembarked

Gulfstream American GA-7 Cougar, G-HIRE

from the aircraft through the normal exits. It was not until the aircraft had been brought to a halt that the instructor realised that the aircraft had been damaged.

In his report the instructor considered that the aircraft had suffered an accelerated stall and wing drop caused by a low threshold speed and the nose of the aircraft being sharply raised in the landing flare.