

Scheibe SF25C Super Falke, G-FLKS

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| AAIB Bulletin No: 5/2003 | Ref: EW/G2003/03/17 | Category: 1.3 |
| Aircraft Type and Registration: | Scheibe SF25C Super Falke, G-FLKS | |
| No & Type of Engines: | 1 Rotax 912-S piston engine | |
| Year of Manufacture: | 2000 | |
| Date & Time (UTC): | 19 March 2003 at 1115 hrs | |
| Location: | Dunstable Airfield | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 2 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Propeller destroyed | |
| Commander's Licence: | Private Pilot's Licence with appropriate Instructor Rating | |
| Commander's Age: | 59 years | |
| Commander's Flying Experience: | 1,182 hours (of which 89 were on type) Last 90 days - 17 hours Last 28 days - 8 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The purpose of the flight was a check for the student prior to a solo navigation exercise. The weather was good with clear skies, visibility of 5 km and a light surface wind.

After some uneventful medium level exercises the student, in the left seat, returned to the airfield for a briefed touch-and-go landing in the south-westerly direction on the airfield; the surface was dry grass. A normal approach and landing were made and the student initiated a go-around. This required him to move his left hand from the spoiler handle to the control column and then move his right hand to advance the throttle. During these hand movements, the aircraft bounced and the student moved the control column forward. As the main wheels touched the ground, both pilots were aware that the propeller had also contacted the ground. G-FLKS bounced into the air again and the instructor was aware of vibration and some audible engine roughness. He took control with the intention of landing straight ahead on the down slope of the adjacent field but was then aware that there was sufficient power to maintain altitude and speed. Maintaining 60 kt, he turned gently through 180° and landed back on the airfield in a north-easterly direction.

The instructor commented that he normally guards against forward movement of the control column with his hand as full power is applied on a go-around. However, he was also aware that the student must be allowed to complete the manoeuvre unaided. On this occasion, he considered that he got the balance slightly wrong.