

No: 5/92

Ref: EW/G92/03/12

Category: 1c

Aircraft Type and Registration: Gulfstream AA-5A Cheetah, G-OSTC
No & Type of Engines: 1 Lycoming O-320-E2G piston engine
Year of Manufacture: 1979
Date & Time (UTC): 29 March 1992 at 0829 hrs
Location: Chichester Airfield, Goodwood, Sussex
Type of Flight: Private
Persons on Board: Crew - 2 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to left main gear and tyre and fuselage underside. Runway 14R left PAPI destroyed
Commander's Licence: Basic Commercial Pilot's Licence with Instructor rating
Commander's Age: 44 years
Commander's Flying Experience: 2,100 hours (of which 950 were on type)
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot handling was undergoing a circuit check flight prior to a possible solo flight. Several normal approaches, glide approaches and "practice engine failures after take-off", using runway 14L, had been practiced and a satisfactory standard demonstrated. The final approach to runway 14L was another glide approach. The commander, who was a flying instructor, reported that this approach was initially set up well but judged that the handling pilot selected full flap too early. He did not comment at the time, waiting for the handling pilot, the pilot under check, to appreciate the problem and apply power to recover.

At approximately 50 feet above the ground the commander advised the handling pilot that they were undershooting the runway and that he should apply power to correct the situation. Apparently the handling pilot's only response was to raise the nose. The commander repeated his instruction to apply power. There was no response so the commander took over control of the aircraft. However, he was too late to prevent the aircraft left main gear striking the runway 14R left PAPI, which lay some 50 metres into the undershoot to runway 14L.