

<b>Aircraft Type and Registration:</b>	Grob G115, G-RAFA	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-H2C piston engine	
<b>Year of Manufacture:</b>	1989	
<b>Date &amp; Time (UTC):</b>	26 September 2004 at 1555 hrs	
<b>Location:</b>	Cranwell, Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Propeller tip and nose landing gear damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's Flying Experience:</b>	1,850 hours (of which 5 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

While carrying out a touch-and-go at Cranwell, the aircraft encountered a gusting wind on short finals. The pilot was surprised by the sensitivity of the controls and characterised the subsequent landing as "poor and probably nose wheel first". He decided not to continue the touch-and-go and completed a full stop landing.

The aircraft was difficult to keep straight when it was taxied back to the apron and a visual inspection, carried out after shutdown, revealed damage to the nose leg and the tip of one of the propeller blades. The pilot assessed the cause of the accident as mishandling of the aircraft in the gusty conditions.