

Grob G115E Tutor, G-BYVT

AAIB Bulletin No: 12/2004	Ref: EW/G2004/09/17	Category: 1.3
Aircraft Type and Registration:	Grob G115E Tutor, G-BYVT	
No & Type of Engines:	1 Lycoming AEIO-360-B1F piston engine	
Year of Manufacture:	2000	
Date & Time (UTC):	7 September 2004 at 1303 hrs	
Location:	RAF Wyton, Cambridgeshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose wheel rim damaged, engine mounting frame slightly bent. Tail skid structure split	
Commander's Licence:	Licence not required (see below)	
Commander's Age:	34 years	
Commander's Flying Experience:	2,204 hours (of which 112 were on type)	
	Last 90 days - 32 hours	
	Last 28 days - 17 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Article 21 of *'The Air Navigation Order 2000'* states that a person may act as a member of the flight crew of an aircraft registered in the United Kingdom without being the holder of an appropriate licence if, in so doing, he is acting in the course of his duty as a member of any of Her Majesty's naval, military or air forces. The pilot of G-BYVT was a Royal Air Force Officer on duty.

The instructor was conducting a training sortie that included normal and glide circuits. He had demonstrated two glide circuits to his student, the first resulting in a go-around due to other aircraft and the second to a touch and go landing. The student pilot's initial circuit resulted in a low approach, necessitating a go-around and a short airborne re-brief. On his next attempt the student established the aircraft on finals with take-off flap set and the speed at or above the minimum of 75 kt. At 300 feet the student selected flaps to the landing setting and continued the approach. At 30 feet, just as the flare should have commenced, the instructor and his student noticed the airspeed drop to about 70 kt. The student pilot responded by positively lowering the nose in an attempt to regain the target airspeed. The instructor immediately took control, applied full power and attempted to flare the aircraft, but was unable to prevent a heavy touchdown on the nose landing gear. The main landing gear and then the tail also made contact with the runway before the aircraft became airborne again. The instructor flew

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the go-around and, with normal cockpit indications and following a visual inspection from another aircraft, carried out a normal approach and landing.