

**AAIB Bulletin No:** 6/95

**Ref:** EW/G95/04/01

**Category:** 1.3

**Aircraft Type and Registration:** Gulfstream American GA-7 Cougar, G-VJAI

**No & Type of Engines:** 2 Lycoming O-320-D1D piston engines

**Year of Manufacture:** 1979

**Date & Time (UTC):** 5 April 1995 at 1521 hrs

**Location:** Elstree Airport

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial to both propellers and aircraft skin; engines shock loaded

**Commander's Licence:** Basic Commercial Pilot's Licence

**Commander's Age:** 52 years

**Commander's Flying Experience:** 3,300 (of which 414 were on type)  
Last 90 days - 72 hours  
Last 28 days - 31 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The handling pilot, who had 52 hours on type, was undergoing a routine currency check conducted by a flying instructor who was the aircraft commander. Having completed the upper air exercises without difficulty, the handling pilot executed a visual rejoin with the intention of flying a circuit followed by a touch-and-go landing. The aircraft touched down normally with full flap and the handling pilot applied full power. As the aircraft accelerated through 65 kt, the instructor reminded the handling pilot that he had not raised the flaps. The handling pilot did not respond and so the instructor called "my flaps" and selected the flaps to fully 'UP'. At this point, the handling pilot retracted the landing gear thinking that he was raising the flaps. The instructor attempted to reselect the landing gear control to the 'DOWN' position but was unable to do so before the aircraft settled onto the runway.