

No: 5/88

Ref: 1c

Aircraft Type and Registration:	Grumman AA-5A, G-JULY	
No & Type of Engines:	1 Lycoming O-320-E2G piston engine	
Year of Manufacture:	1978	
Date and Time (UTC)	21 October 1987 at 1400 hrs	
Location	Near Bramley, Basingstoke, Hants	
Type of Flight:	Training	
Persons on Board:	Crew -2	Passengers -None
Injuries:	Crew -None	Passengers -N/A
Nature of Damage:	Substantial	
Commander's Licence:	Private Pilot's Licence with IMC, Night and Full Instructor's Ratings	
Commander's Age:	63 years	
Commander's Total Flying Experience:	6000+ hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and examination of the aircraft by AAIB	

During a General Flying Test, the student pilot commenced a practice forced landing without power from 2200 feet agl. Having completed the required checks, including selecting the carburettor heat control to "HOT", the student pilot manoeuvred the aircraft towards the High Key position for his chosen field. On reaching the High Key position at 1000 feet agl he realised that he would not reach the field on his planned track and turned left to reduce the track distance to his chosen landing point. On realising that he would still not reach the field that he had originally chosen, he turned further left and selected a field that he thought he could reach with the remaining height. He selected 2/3 flap and the instructor observed the flaps travelling towards the down position. At 500 feet agl the instructor told the student to go-around. The student opened the throttle fully and adopted a near level attitude. The aircraft developed a high rate of descent and the instructor took control. He checked that the throttle was fully open and converted speed to height in order to clear a line of trees on the boundary of the field. Having cleared the trees, the instructor lowered the nose of the aircraft to maintain speed but when he attempted to flare prior to touch-down the elevator had little or no effect on the aircraft's flight path. The aircraft landed in a flat attitude and stopped after a ground run of only 36 yards having suffered severe damage to the landing gear. Neither crew member was injured and they evacuated the aircraft without difficulty. There was no fire.

On examination, the crew found that the flaps were in the "UP" position and that the flap selector switch was also in the "UP" position. Neither crew member can recall selecting the flaps to "UP" and on checking, the flap operating system was found to be serviceable. The engine had been cleared by opening the throttle for a short time during the descent but neither crew member can recall a change in engine note or an increase in rpm when the throttle was opened during the attempted go-around. Examination of the propeller indicated that the engine had been developing some power at impact.