

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna R172K Hawk XP, G-XPII	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp IO-360-KB piston engine	
<b>Year of Manufacture:</b>	1979 (Serial no: R172-3071)	
<b>Date &amp; Time (UTC):</b>	4 November 2017 at 1415 hrs	
<b>Location:</b>	Nottingham City Airport	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Engine frame and firewall distorted, creasing of left outer wing and skin damage to lower forward fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	691 hours (of which 82 were on type) Last 90 days - 15 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

A qualified pilot was receiving instruction on flying from the right seat and the first approach to land resulted in a go-around because the aircraft was too high and too slow. During the latter part of the second circuit, the airspeed fluctuated and the instructor prompted the pilot several times when he saw the speed reducing towards the targeted minimum. At 20-30 feet and with a low power setting, the pilot began to flare, causing the aircraft to decelerate further and then sink. The instructor took control but was unable to prevent the aircraft from striking the ground heavily and bouncing before the landing was completed.

After the flight, the aircraft was found to be damaged and the pilot undergoing training stated that she had difficulty in monitoring the airspeed indicator from the right seat. The instructor assessed that the pilot was unaware the aircraft was high and slow at the beginning of the landing flare, because of being unfamiliar with flying from this seat.