

Rockwell Commander 114, G-RCED

AAIB Bulletin No: 10/98 **Ref:** EW/G98/07/13 **Category:** 1.3

Aircraft Type and Registration: Rockwell Commander 114, G-RCED

No & Type of Engines: 1 Lycoming IO-540-T4B5D piston engine

Year of Manufacture: 1977

Date & Time (UTC): 8 July 1998 at 1700 hrs

Location: Guernsey Airport, Channel Isles

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 2

Injuries: Crew: None - Passengers: None

Nature of Damage: Damage to nosegear, propeller and engine

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 41 years

Commander's Flying Experience: 348 hours (of which 243 were on type)
Last 90 days - 36 hours
Last 28 days - 13 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had planned to fly from Guernsey airport to Compton Abbas airfield, Wiltshire. Runway 27 was the runway in use at Guernsey and the weather conditions were good with no significant cloud or weather and a surface wind of 290_/16 kt. The aircraft had been parked in a hangar and after an external inspection it was manoeuvred manually onto the adjacent grass parking area. After engine start, and once the pre-taxy checks had been completed, the aircraft commenced taxiing for Runway 27. An immediate turn to the right of 90_ was required in order to pass other parked aircraft and about 10 metres after this turn, with the aircraft moving straight ahead, the nose leg collapsed, the propeller made contact with the ground and the engine stopped abruptly. It was immediately confirmed that the three green lights, indicating that each element of the landing gear was down and locked, were illuminated, the gear selector was in the down position and the landing gear emergency extension valve knob was in the correct position. The master switch, magnetos and fuel were selected off and the pilot and his passengers vacated the aircraft. Subsequent inspection of the grass area over which the aircraft had travelled revealed an even, dry surface with no ruts or potholes.

An engineering inspection, completed by the aircraft maintenance agency, discovered that the top, rear drag link pivot spindle had sheared through on the right-hand side adjacent to the engine frame

pick-up. This had caused the drag link to move out of the overcentre position allowing the nose gear leg to retract.