

# Martyn JJ Vans RV-6A, G-BVRE, 21 April 2001 at 1305 hrs

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**Aircraft Type and Registration:** Martyn JJ Vans RV-6A, G-BVRE  
**No & Type of Engines:** 1 Lycoming O-320-E2A piston engine  
**Year of Manufacture:** 1995  
**Date & Time (UTC):** 21 April 2001 at 1305 hrs  
**Location:** Runway 32, Barton (Manchester) Airfield  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1 - Passengers - 1  
**Injuries:** Crew - None - Passengers - None  
**Nature of Damage:** Overload damage to nose landing gear leg and associated fuselage mounting structure; propeller ground contact damage; engine crankshaft bent.  
**Commander's Licence:** Private Pilot's Licence  
**Commander's Age:** 63 years  
**Commander's Flying Experience:** 1064 hours (of which 44 were on type)  
Last 90 days - 4 hours  
Last 28 days - 3 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

Following a normal approach and touchdown on grass Runway 32 at Barton Airfield, during the landing roll-out the nosewheel penetrated the wet turf layer and sank into the soil. The resultant high drag forces caused the noseleg to collapse sufficiently for the propeller to make contact with the ground. The propeller sustained damage before it stopped in the vertical position. The pilot reported that the vertical orientation of the stationary lower propeller blade had assisted in preventing the aircraft from 'nosing-over' as it came to rest. Later inspection found that the crankshaft had also been bent beyond limits, and the drag loads which had been transmitted through the nose landing gear strut into the firewall and associate fuselage structure had induced overload failures in these components. Inspection of the runway showed that the nosewheel had produced a furrow some 36 metres in length.

The pilot reported that during the period of deceleration, after the nosewheel had started to sink into the turf surface, he had found that his ankle joints were rotated so far back that it was difficult for him to release pressure on the brakes. In view of this, he has drawn this matter to the attention of

the Popular Flying Association and suggested a possible modification to the rudder pedals to improve the geometry of the lower leg and foot in relation to the rudder and brake pedals.