

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Glasair III Turbine, G-ICBM	
<b>No &amp; type of Engines:</b>	1 Allison 250-B17B turboprop engine	
<b>Year of Manufacture:</b>	2000	
<b>Date &amp; Time (UTC):</b>	20 October 2006 at 1400 hrs	
<b>Location:</b>	Peterborough (Conington) Airfield, Cambridgeshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nosewheel detached, nose leg fork abraded and propeller blades broken	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	9,486 hours (of which 2 were on type) Last 90 days - 100 hours Last 28 days - 50 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The handling pilot was undergoing a Licensing Skills Test. After the landing a pilot-induced oscillation in pitch occurred; the nose landing gear failed and the examiner took control bringing the aircraft to a stop on the runway. There were no injuries or fire.

## History of the flight

The handling pilot, who had also built the aircraft, was undergoing a Licensing Skills Test. The examiner reported that, after landing at the correct speed on Runway 28, the pilot was slow to retard the power and, shortly after touchdown, a pilot-induced oscillation (PIO) in pitch occurred. On the second cycle of the PIO the nose pitched down heavily, the nose landing

gear failed and the examiner took control. The aircraft was brought to a stop on the runway and shut down. There was no fire and the crew were uninjured. The aircraft also suffered damage to its five-bladed propeller and the engine was potentially shock loaded; further inspection of the damage to the engine is being conducted. The weather conditions were good, with scattered cloud at 2,500 ft agl, a surface wind from 260° at 6 kt and 50 km visibility.

Another flying instructor at the airfield observed the accident from outside the airfield's hangar. He had seen the aircraft making a number of approaches during the previous week. On this occasion the approach seemed to

be fast, which caught his attention. He reported that the aircraft landed firmly, the nose pitched forward and, as it continued down the runway, he saw what appeared to be flames coming from the aircraft. The airfield rescue and fire fighting vehicle attended the aircraft without delay

but there was no fire. It was surmised that the 'flames' had, in fact, been sparks from the remaining nose landing gear fork, which had been abraded and had left scrape marks on the runway.