

Aircraft Type and Registration:	Cessna A185F, G-BKPC	
No & Type of Engines:	1 Continental Motors IO-520-D piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	6 March 2005 at 1700 hrs	
Location:	Barton Aerodrome, Manchester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to the left main landing gear mounting structure, left horizontal stabiliser leading edge	
Commander's Licence:	Private Pilot's licence	
Commander's Age:	63 years	
Commander's Flying Experience:	4,000 hours (of which 2,805 were on type) Last 90 days - 30 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

G-BKPC was operated by the Black Knights Parachute Centre as a parachutist dropping aircraft and had been loaded with sufficient fuel for two flights. For the first flight, five parachutists plus the pilot were on board. The sun was low and almost directly in line with the take-off direction on Runway 27 at Cockerham, and this impaired the pilot's ability to see forward. During the take-off roll, immediately prior to the aircraft becoming airborne, the left main landing gear (MLG) wheel struck an obstruction to the left of the runway. The impact caused a failure of the mounting structure in the fuselage to which the left MLG is attached and the left gear, complete with wheel and part of the fuselage structure, became detached. As it departed the aircraft, it struck and damaged the outboard section of the left horizontal stabiliser leading edge.

The pilot declared an emergency and elected to land at Manchester Barton Aerodrome, where the aircraft was maintained. The five parachutists successfully completed their parachute descents, following which the pilot proceeded to burn off most of the fuel prior to landing. The authorities at Barton put in place their Aircraft Accident Imminent Procedure, which included full alerting of

external and airfield fire and emergency services and the recall of all aircraft operating locally (two diverted). The local police helicopter was advised of the situation via Manchester Airport ATC and at 1633 hrs, it escorted the aircraft as it commenced its approach to Runway 27L at Barton. During the landing roll, the aircraft's left wing contacted the ground, causing it to slew to the left. The emergency crews arrived at the aircraft within approximately 10 seconds, but there was no fire and the pilot was easily able to vacate the aircraft.

An examination of the aircraft later showed that the failure of the left MLG mounting structure resulted from overload.