

No: 10/90

Ref: EW/G90/06/22

Category: 1c

Aircraft Type and Registration: Cessna T210N, G-BNZM

No & Type of Engines: 1 Continental TSIO-520-R piston engine

Year of Manufacture: 1979

Date and Time (UTC): 21 June 1990 at 1241 hrs

Location: Stansted Airport, Essex

Type of flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Nose landing gear, landing gear bay, propeller and engine cowl damaged, engine shock loaded

Commander's Licence: Private Pilot's Licence with Instrument Rating

Commander's Age: 61 years

Commander's Total Flying Experience: 1,662 hours (of which 283 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The accident followed a radar vectored ILS approach to Runway 23 at Stansted after a flight from Poitiers, France. The runway is tarmac, with a published Landing Distance Available of 2936 metres and a width of 46 metres, and was wet at the time of the accident. The reported meteorological conditions included a wind from 195°M at 14 kt and an ambient temperature of 14°C, and the cloud base was estimated at 6 oktas of stratus at 600 feet and the visibility at around 4000 metres. An observation after the accident, at 1250 hrs, recorded the wind as from 180°T (185°M) at 11 kt, but varying between 120-220°T, with 16 km visibility in rain.

The aircraft reportedly touched down after a normal approach, began a series of porpoising type pitch oscillations, and came to rest on the runway with the nose landing gear collapsed. The two occupants evacuated the aircraft and were joined by airport fire vehicles. There was no fire.

The pilot later reported that 'the approach was normal to the point of touchdown, but AFTER feeling the wheels rolling the nose of the aircraft appeared to drop below the normal "landed attitude" after which a pitch oscillation started to build and caused the aircraft to make a series of leaps which were uncontrollable, except for finally "holding back" on the last drop, after which the aircraft came to rest on the runway in a nose down attitude with the nose wheel collapsed'.

The damage characteristics indicated that the nose landing gear had failed due to overload upwards and to the right. No evidence of pre-accident defect was reported.