

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Avions Pierre Robin CEA DR300/180R, G-BLGH	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4M piston engine	
<b>Year of Manufacture:</b>	1971 (Serial no: 570)	
<b>Date &amp; Time (UTC):</b>	18 September 2013 at 1758 hrs	
<b>Location:</b>	Wycombe Air Park, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Crack in right lower forward fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	20 years	
<b>Commander's Flying Experience:</b>	332 hours (of which 132 were on type) Last 90 days - 158 hours Last 28 days - 52 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was landing on Runway 24 at Wycombe Air Park after a local flight; the wind was from the north at 6–8 kt. The aircraft touched down on its main landing gear and the pilot slowly lowered the nose. As the nosewheel made contact with the runway, however, he experienced violent nosewheel shimmy. He applied a burst of power and applied back pressure on the control column to decrease the load on the nosewheel, which arrested the shimmy. He noticed no further abnormalities until he had taxied back to the hangar.

After disembarking the pilot noticed a longitudinal crack in the lower right side of the fuselage, running from the engine firewall to the wing front spar. He concluded that the crack was most probably a result of the shimmy, since his landing had been normal on the main gear and fully 'held off'. He considered it possible that, with this tug aircraft being flown by various pilots, damage may have been caused by a previous, and unreported, hard landing.