

Cessna U206F, G-STAT, 30 May 1998 at 1445 hrs

AAIB Bulletin No: 8/98 Ref: EW/G98/05/39 Category: 1.3

Aircraft Type and Registration: Cessna U206F, G-STAT

No & Type of Engines: 1 Continental IO-520-F9 piston engine

Year of Manufacture: 1976

Date & Time (UTC): 30 May 1998 at 1445 hrs

Location: Hibalstow, North Lincolnshire

Type of Flight: Aerial Work

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to nose landing gear and lower front cowling with shock-loading to the engine

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 46 years

Commander's Flying Experience: 2,100 hours (of which 100 were on type)
Last 90 days - 134 hours
Last 28 days - 48 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was making an approach to tarmac Runway 26 having completed a parachute dispatch flight. The runway is 550 metres long by 25 metres wide with loose earth and stones on its southern side and two earth mounds at its western end. The weather was fine with a surface wind of 260°/8 to 10 kt with good visibility, broken cloud at 6,000 feet and a surface temperature of 15°C.

The pilot reported that for his touchdown the surface wind had increased and changed direction to give a tail wind on landing. His approach speed was higher than normal and touchdown was well into the runway. The aircraft overran the available runway length and hit the first low earth mound. This impact detached the nose landing gear from the aircraft which came to rest on its nose in an upright position between the first and second mounds.

The pilot, who was wearing a 'lap and diagonal' seat belt vacated the aircraft without injury. He reported that his injuries could have been more substantial had he not been wearing an upper torso restraint.