Beech 200, F-GLTX

AAIB Bulletin No: 10/2001 **Ref: EW/G2001/06/19** **Category: 1.2**

Aircraft Type and Registration:	Beech 200, F-GLTX	
No & Type of Engines:	2 Pratt & Whitney PT6A-41 turboprop engines	
Year of Manufacture:	1982	
Date & Time (UTC):	16 June 2001 at 1030 hrs	
Location:	Manchester International Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propellers and engines, nose landing gear leg	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	5200 hours (of which more than1,000 were on type)	
	Last 90 days - 120 hours	
	Last 28 days - 45 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent telephone enquiries by the AAIB	

The flight originated at Kortrijk Airport, Belgium, where the commander carried out a pre-flight inspection before departure. The aircraft was then flown on a ferry flight to Manchester International Airport where an approach was carried out to Runway 06R. Weather conditions were; surface wind 020°/ 11 kt, visibility 28 kilometres and broken cloud at 1,700 feet. The landing gear was lowered at 160 kt, an indication of three greens was observed by both pilots and a normal landing was carried out.

During the landing roll the crew heard a cracking noise and the aircraft nose dropped towards the runway. The commander attempted to keep the nose up with the elevator, while using the rudder to steer onto the grass at the side of the runway. The aircraft came to rest on the grass with the Nose Landing Gear (NLG) collapsed.

The aircraft was inspected by the manufacturers agents prior to repair. Their report detailed the damage to the aircraft which included both engines and propellers, some minor damage to the fuselage caused by the propellers as they hit the ground, and damage to both nose wheel bay doors. The NLG strut was found broken at the right side upper fitting and drag brace attachment. Buckles were found on the left and right side NLG upper inboard and outboard attachments, and in both the left and right side forward nose wheel bay skins between the attachments.

Metallurgical examination of the broken NLG strut casting showed that the fractures were all consistent with overload conditions. The initial fracture had occurred in or near the grease nipple hole on the front on the NLG strut. Examination of the mating fracture face showed that separation there had occurred in overload. Further fractures had occurred in NLG right side upper fitting and the drag brace attachment.

There were no records of any heavy landings in the technical log since an overhaul of the NLG had been completed one year earlier. The attachment areas for the NLG would not have been visible on a normal pre-flight inspection as they were within the nosewheel bay.