

ACCIDENT

Aircraft Type and Registration:	Cessna R172K Hawk XP, G-BPCI	
No & type of Engines:	1 Continental Motors IO-360-K piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	7 August 2006 at 1330 hrs	
Location:	Plockton Airfield, Kyle of Lochalsh, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew -1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Fracture to left nosewheel hub, substantial damage to the engine bulkhead, distortion to the fuselage side panels, and a strike on one propeller blade tip	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	446 hours (of which 79 were on type) Last 90 days - 6 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further AAIB enquiries	

Synopsis

On landing the aircraft was reported to have touched down on its main wheels first but when the nosewheel touched down, the aircraft became hard to control. The aircraft was brought to a halt on the runway. Subsequent inspection revealed damage consistent with a heavy impact on the nosewheel.

History of the flight

After an uneventful flight from Cumbernauld to Plockton the pilot flew an approach to Runway 20. He stated that because the runway was quite short, he selected full flap and maintained both the correct height and airspeed throughout the approach. The pilot reported that the

weather at the time was good with a south-westerly wind of less than 5 kt.

The pilot believed the main wheels touched down first but stated that when the nosewheel touched down the aircraft 'reacted badly'. The two passengers reported hearing a noise as the nosewheel touched down. The pilot brought the aircraft to a halt on the runway and shut down.

Aircraft inspection

Subsequent inspection of the aircraft revealed part of the left side of the nosewheel hub had fractured, deflating the

tyre. Further examination revealed substantial damage to the engine bulkhead and distortion to the fuselage side panels, consistent with a heavy impact on the nosewheel.

One of the propeller tips also showed evidence of having struck the ground.