

Commander 114B, G-FATB

AAIB Bulletin No: 9/98 Ref: EW/G98/05/28 Category: 1.3

Aircraft Type and Registration: Commander 114B, G-FATB

No & Type of Engines: 1 Lycoming IO-540-T4B5 piston engine

Year of Manufacture: 1994

Date & Time (UTC): 21 May 1998 at 1217 hrs

Location: Exeter Airport, Devon

Type of Flight: Private (Training)

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Propeller, nose landing gear and engine

Commander's Licence: Private Pilot's Licence (Helicopters)

Commander's Age: 40 years

Commander's Flying Experience: 235 hours (of which 34 were on type)
Last 90 days - 18 hours
Last 28 days - 15 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was undertaking a training course in order to obtain a Private Pilot's Licence (Aeroplanes). On the day of the accident, the pilot had completed some solo local area handling exercises followed by a series of circuits with touch and go landings. One full flap landing was carried out using Runway 08, followed by two landings using 20% flap and one with 10% flap. The pilot reported that as he retracted the flap on the runway, the nosewheel began to vibrate. Power was reduced and the aircraft began to swing to the left. The pilot was unable to correct the swing using right rudder so, with a speed of about 40 kt, he decided to abandon the take off and allow the aircraft to leave the paved surface onto the grass to the left side of the runway. The nose landing gear collapsed and the aircraft came to a halt.

An engineering inspection indicated that the damage to the nosewheel had probably occurred due to a previous heavy landing causing excessive nosewheel shimmy and failure of the four wheel bolts at the fork attachment.

