

Aircraft type and registration: Cessna 404 Titan G-PATT

No & Type of engines: 2 Continental GTS10-520-M piston engines

Year of Manufacture:

Date and time (UTC): 29 October 1986 at 1255 hrs

Location: Aberdeen Airport

Type of flight: Public Transport

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Substantial damage to nose landing gear and both propellers

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 63 years

Commander's Total Flying Experience: 6864 hours (of which 198 were on type)

Information Source: AIB Field Investigation

The aircraft departed Humberstone on a Visual Flight Rules flight plan for Aberdeen. The weather was good but a strong wind warning was in force for Aberdeen. On arrival at Aberdeen, the pilot flew a visual circuit to Runway 17 with a reported wind of 240°/17 knots which was within the cross-wind landing limitation for the aircraft. Moderate turbulence was encountered on the final approach and the pilot stated that he elected to use the wing-down technique for the approach and landing. Initial touchdown was on the right main wheel as planned with the left-main wheel and nose wheel contacting the runway shortly afterwards. When the nose-wheel contacted the runway, the support structure for the nose landing gear failed in overload and the nose-leg collapsed rearwards and to the left of the aircraft centre-line. The aircraft then settled onto its nose and continued along the runway centre-line during which time both propellers struck the runway. The pilot completed the shut-down drills on both engines and attempted to clear the runway to the right by use of rudder but the aircraft came to a halt before this could be accomplished. There was no fire and both the pilot and passenger were uninjured. The passenger attempted to leave the aircraft but was unable to operate the opening mechanism on the main cabin door and the rescue personnel, who were quickly on the scene, were unable to open either the main cabin door or the pilot's window from outside the aircraft. The CAA have been informed of the apparent shortcomings in the design of the emergency exits on this aircraft.