

ACCIDENT

Aircraft Type and Registration:	Rockwell Commander 112TC, G-SAAB	
No & Type of Engines:	1 Lycoming TO-360-C1A6D piston engine	
Year of Manufacture:	1976	
Date & Time (UTC):	5 March 2006 at 1305 hrs	
Location:	Retford/Gamston Airport, Nottinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive damage to nose landing gear, engine and cowling, propeller, and engine mounts	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	147 hours (of which 44 were on type) Last 90 days - 2 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

Synopsis

Whilst landing in a crosswind, the aircraft left the runway surface and sustained significant damage. The pilot reported that he had done little recent flying.

the aircraft down and vacated without injury; there was no fire. The demonstrated crosswind component quoted in the aircraft's flight manual was 20 kt.

History of flight

Returning from a local flight, the pilot made an approach to Runway 03 in good weather, though the wind, from 310° at 16 kt, was across the runway. The pilot reported that the touchdown was normal but, as soon as the nose landing gear touched the runway, the aircraft veered left and he was unable to steer the aircraft back towards the runway centreline. The aircraft left the runway and came to rest in an adjacent field, having crossed a ditch which caused the nose landing gear to collapse. The pilot shut

An experienced flying instructor, who witnessed the accident, reported that the aircraft seemed to be drifting when it landed, and that it appeared that the pilot had not corrected for the crosswind on touchdown. The aircraft had recently returned to service following a wheels-up landing. Engineering investigation by the repair company revealed no defects in the landing gear or steering system which might have explained this latter (5 March) accident.

The pilot had logged 147 hours of flying time, and had flown two hours in the ninety days prior to the accident, one hour of which was the accident flight.