

No: 5/89

Ref: EW/G88/12/10

Category: 1c

Aircraft Type and Registration: Cessna U206G, G-EESE

No & Type of Engines: 1 Continental Motors Corp IO-520-F piston engine

Year of Manufacture: 1977

Date and Time (UTC): 31 December 1988 at 1530 hrs

Location: Farm strip at Magilligan, County Londonderry

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Severe damage to propeller, fuselage and left wing. Airframe subsequently written-off

Commander's Licence: Private Pilot's Licence

Commander's Age: 35 years

Commander's Total Flying Experience: 640 hours (of which 36 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

The pilot was making an approach into a private grass strip with 530 metres of usable length: the weather was fine with excellent visibility and virtually no wind. Full flap was lowered and the pilot considers that the touch-down was normal and on both main-wheels but as the nose-wheel contacted the ground the nose of the aircraft "surged" downward. The propeller made contact with the ground and the aircraft tipped onto its back travelling 10-12 metres before coming to rest. The pilot turned off the master switch and quickly got out of the aircraft.

It was immediately apparent that the nose-wheel fork had failed: this is a substantial casting which connects the nose-wheel to the nose-gear shock strut. Subsequent AAIB examination showed that the fork had failed rearwards at its upper collar (*i.e.* with the nose-wheel moving towards the tail) and that it had failed in a single overload, with no evidence of previous damage or fatigue. The position of the ground marks confirmed that the main-wheels had contacted the ground before the nose-wheel and the pilot considers that the ground was firm and the length of the field fully adequate.