

---

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna U206 Super Skywagon, G-ATCE	
<b>No &amp; Type of Engines:</b>	1 Continental Motors IO-520-A piston engine	
<b>Year of Manufacture:</b>	1965	
<b>Date &amp; Time (UTC):</b>	9 October 2005 at 1500 hrs	
<b>Location:</b>	Lewknor, Oxfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller strike and failed nose leg	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	38 years	
<b>Commander's Flying Experience:</b>	414 hours (of which 123 were on type) Last 90 days - 26 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft was returning to the strip at Lewknor. Shortly after touchdown the aircraft encountered a bump in the runway surface and the nose landing gear leg collapsed.

**History of the flight**

This aircraft was normally used for carrying sport parachutists and the pilot was returning on his own to the grass strip at the Lewknor dropping zone (DZ) after a brief trip to refuel at Wycombe Air Park. The weather was clear, with a wind from the south-west at about 7 kt. The pilot contacted Lewknor DZ and notified them of his intention to do a straight-in approach to land on Runway 33 as he was well placed to do so. This was the runway which he had been using during that day.

The pilot reported that the initial approach was uneventful and stable. In the final approach he selected the flaps to 40° and trimmed for 70 mph with minor power changes and, after experiencing a small amount of turbulence as he passed over a ridge, the final approach was very stable, with the left wing held slightly low for the crosswind.

The touchdown was at about 65 mph but, after a short ground roll, the aircraft was "pushed back" into the air by a pronounced bump in the ground about one-fifth of the distance along the runway. The pilot recalls pulling back slightly on the control column and the aircraft returned to the runway. The subsequent landing did not appear to the pilot to have been particularly heavy but he recalled having heard an unusual mechanical noise at

that time. Shortly afterwards he became aware that the nose had dropped and the propeller blades started to hit the ground. The pilot stated that the nose continued to drop until the aircraft slid off the right side of the runway and came to a halt. The pilot was able to perform the shutdown drills before leaving the aircraft through the sliding side door. There was no fire and the pilot noticed that the nose landing gear had detached and was lying further back along the runway.

No evidence of pre-existing damage in the nose landing gear strut or support structure was observed. It was considered that the failure had probably been due to overload as a result of the encounter with the bump along the runway.