

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 172S Skyhawk, G-GFMT	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-L2A piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	20 August 2007 at 1659 hrs	
<b>Location:</b>	Runway 09R, Manchester (Barton) Aerodrome	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Nose leg detached, propeller damaged, engine shock-loaded and engine firewall damaged	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	26 years	
<b>Commander's Flying Experience:</b>	589 hours (of which 43 were on type) Last 90 days - 190 hours Last 28 days - 55 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Shortly after the landing on Runway 09R at Barton, the nose leg collapsed.

down the rest of the aircraft systems, after which he and the passengers exited the aircraft normally, having not sustained any injuries.

**History of the flight**

Following a local flight, the aircraft was positioned for a 'touch-and-go' landing on the grass Runway 09R at Barton. The wind was reported as from 020° at 10 kt, varying between 360° and 050°. The pilot described his approach and landing as being normal and he maintained 'back pressure' on the controls following the touchdown. However, after the application of engine power for the 'touch-and-go', and whilst retracting the flaps to 10°, the nose leg collapsed and detached. The pilot immediately shut off the engine and then shut

There had been no prior indication, in the aircraft, that the nose leg would collapse nor was there a bounce or porpoise on landing that could have precipitated it. The collapse had occurred approximately 20 metres from the threshold of Runway 09R and the aircraft travelled approximately 100 metres before coming to rest. The pilot also noted that there was a slight rise across the runway at the point at which the nose leg first collapsed.

Examination of the aircraft revealed overload failures of the structure to which the nose landing gear was attached. There were no signs of fatigue or of any pre-existing failure of the nose leg that could have led to the collapse.