

Aircraft Type and Registration:	Fuji FA-200-160 Aero Subaru, G-BFGO	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	18 August 1993 at 0830 hrs	
Location:	Rush Green Airstrip, Hitchen, Hertfordshire	
Type of Flight:	Private (C of A flight test)	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose leg yoke buckled, tyre punctured and propeller ground impact damage	
Commander's Licence:	Commercial Pilot's Licence with Flying Instructor Rating	
Commander's Age:	40 years	
Commander's Flying Experience:	5,328 hours (of which 4 were on type) Last 90 days - 185 hours Last 28 days - 52 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by AAIB	

At the end of a flight test for renewal of its Certificate of Airworthiness the aircraft was landed on a grass runway. At the end of the landing run the brakes were tested and found to be serviceable. As the aircraft was being taxied at walking pace by the qualified pilot in the right seat he felt it to be pulling to the right. He commented on this and handed back control to the pilot in command. At this point the aircraft was being turned to the right to re-enter the runway but it suddenly pulled to the left and the nose lowered. The pilot closed the throttle, shut down the engine and aircraft systems and both occupants exited the aircraft.

The touchdown was considered to have been soft and the rollout was normal. The runway was dry, the grass short and the surface was not considered to be particularly rough. The landing had been a standard short field landing and the nosewheel had been lowered on to the ground before elevator effectiveness had been lost. It was found that the nose leg semi-yoke (The nosewheel axle is supported only on one side) had buckled part way around its curved section just outboard of a fillet between the semi-yoke and the foot of the oleo. This area is reported as previously having suffered a partial collapse and had been repaired by being straightened and heat-treated. The pilot considered the nose leg 'not man enough for the job'.