

ACCIDENT

Aircraft Type and Registration:	Cessna P210N, N210SH	
No & Type of Engines:	1 Rolls Royce 250-B17F/2	
Year of Manufacture:	1981 (Serial no: P21000739)	
Date & Time (UTC):	24 June 2014 at 1008 hrs	
Location:	Cotswold Airport, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nosewheel, landing gear doors, propeller, gearbox and engine damaged	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	67 years	
Commander's Flying Experience:	17,000 hours (of which 43 were on type) Last 90 days - 146 hours Last 28 days - 46 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

As the aircraft slowed after landing on a grass runway the nose landing gear collapsed. The aircraft was manufactured with a plastic component in the mechanism which keeps the nose gear locked down. This component was discovered not to be strong enough and in 1984 the manufacturer recommended replacing it with a new, all metal, component. No record was found of the new component having been fitted to the aircraft.

History of the flight

There was work in progress on the main runway at Cotswold Airport so the pilot landed the aircraft on the grass Runway 08; the wind was calm. After landing, reverse thrust was selected and the pilot applied the brakes firmly in order to slow the aircraft sufficiently for his desired runway turn-off. Approaching the turn-off the pilot realised the aircraft was too fast, and continued rolling to the next turn-off, simultaneously releasing the brakes and cancelling the reverse thrust. The pilot reported that when the brakes were released suddenly on this aircraft, it was not unusual for it to pitch up and down, which it did on this occasion. This oscillation was subsiding, with the aircraft at a fast walking speed as it neared the next runway turn off, when the nose landing gear collapsed. The pilot made the aircraft safe and he and his passenger, who were uninjured, exited it normally. There was no fire.

Background information

When the aircraft was manufactured, Cessna installed a nose gear actuator spring guide made entirely of plastic, with two plastic pins fitting into holes in the downlock hooks. It was discovered that these plastic pins had a tendency to break, which could result in the downlock spring falling out, leaving no tension on the downlock hooks. If the aircraft was subsequently taxied over a bump the nose landing gear could collapse. Cessna produced an improved nose landing gear actuator spring guide of all-steel construction as direct replacement. Service Information Letter SE84-3 issued in January 1984 contained relevant information.

An inspection of the available logbooks showed no evidence that the new spring guide had been fitted.