

ACCIDENT

Aircraft Type and Registration:	Cessna U206C Super Skywagon, G-BPGE	
No & Type of Engines:	1 Continental Motors Corp IO-520-F piston engine	
Year of Manufacture:	1968 (Serial no: U206-1013)	
Date & Time (UTC):	17 January 2015 at 1200 hrs	
Location:	Strathallen Airfield, Perthshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 5
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Lower front cowling, propeller, strut fairings, left side tailplane leading edge	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	666 hours (of which 132 were on type) Last 90 days - 30 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst climbing in preparation to drop five parachutists, the engine failed at a height of 3,000 ft. The pilot landed back on Runway 28 at Strathallen Airfield, but the aircraft overran the end of the runway, travelling through a fence and hedge before coming to a stop. The pilot and parachutists were uninjured. The number five and six piston connecting rods were found to have failed and damaged the crankcase allowing engine oil to escape.

History of the flight

The aircraft was operating a parachute drop at Strathallen Airfield, with five parachutists onboard.

The takeoff from grass Runway 28 appeared normal, and having climbed to 2,000 ft above the airfield, a wind drift indicator (WDI) was released from the aircraft. The pilot continued the climb whilst remaining in close proximity with the airfield to observe the WDI, with the airspeed stabilised at 100 kt, the propeller rpm adjusted to 2,500 rpm and 25 inches manifold pressure set.

As the aircraft reached 3,000 ft, there was a sudden loss of engine power and increase in vibration, which was followed by oil appearing on the windscreen. With vision still possible through the left side of the windscreen and having adopted a glide approach for a power-off

landing back on Runway 28, the pilot advised the parachutists to remain onboard as he considered this the safest option considering their relatively low height. The aircraft touched down approximately halfway along its length, with about 320 m remaining. Realising that he may have difficulty in stopping the aircraft on the damp runway, the pilot turned the aircraft right onto a strip of longer grass adjacent to the runway in an attempt to increase the deceleration. However it overran the end of the runway and went through a fence and hedge before coming to a stop. The pilot and passengers were uninjured and exited the aircraft without assistance through the main door. The lower front cowling, propeller, strut fairings and left side tailplane leading edge were damaged.

An inspection of the engine revealed that the number five and six piston connecting rods had failed, with holes created in both the upper and lower crankcase, which had allowed engine oil to escape.