No: 12/92 **Ref: EW/G92/10/12** **Category: 1c**

Aircraft Type and Registration:	Cessna R182 Skylane RG, G-BGVT	
No & Type of Engines:	1 Lycoming O-540-J3C5D piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	24 October 1992 at 1100 hrs	
Location:	Compton Abbas Airfield, Dorset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose landing gear, propeller and fuselage damaged; engine shock loaded	
Commander's Licence:	Private Pilot's Licence with Night rating	
Commander's Age:	37 years	
Commander's Flying Experience:	262 hours (of which 12 were on type) Last 90 days - 15 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot, examination by an AAIB Engineering Inspector and statements by eye witnesses	

The pilot carried out a normal approach to land with the second stage of landing flap selected, initially flying at 80 kt and slowing down to 70 kt at the airfield boundary. The pilot stated that the landing, which was to the right of the grass strip as instructed by the airfield controller, appeared normal with a small 'skip' before the aircraft settled onto all three wheels. However, during the landing roll, the nose landing gear collapsed. The pilot reported that he switched-off the the master switch and fuel, steered the aircraft to the left and vacated the aircraft when it came to rest.

However eye witnesses described the aircraft as having made a high approach, with a high rate of descent, before landing heavily on all three wheels some 200 metres into the strip. After the initial touchdown the witnesses described the aircraft as having bounced to a height of approximately 20 feet before touching down heavily on its nose landing gear.

Examination of the grass strip surface indicated that the aircraft had initially landed heavily on all three wheels. The second touchdown appeared to have occurred upon the nose wheel, which had left a 4 inches deep groove in the grass surface. Examination of the nose landing gear showed that it had failed due to overload, in an aft direction. There was no associated evidence of any pre-existing cracking or failure.