Cessna TU206G, G-BYIC, 13 April 2001 at 1500 hrs

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Aircraft Type and Registration:	Cessna TU206G, G-BYIC
No & Type of Engines:	1 Continental Motors TSIO-520-M piston engine
Year of Manufacture:	1980
Date & Time (UTC):	13 April 2001 at 1500 hrs
Location:	Shotton Colliery Airfield, County Durham
Type of Flight:	Private
Persons on Board:	Crew - 2 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Damaged nosewheel, leg propeller and possible shockloading to engine
Commander's Licence:	Private Pilot's Licence
Commander's Age:	74 years
Commander's Flying Experience:	1,600 hours (of which 1,000 were on type) Last 90 days - 12 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was carrying out a parachute dropping sortie, which had involved four circuits at 3,500 feet over Shotton Colliery Airfield, with one parachutist exiting on each circuit. The aircraft commander was supervising the pilot handling the aircraft in order to qualify him for the dropping of parachutists. After the last parachutist had exited the aircraft the pilot made a wide left-hand descending circuit and stabilised the aircraft on final approach at 70 kt with full flap extended. The grass strip is 625 metres long with a one metre high chain link fence, 60 metres before the threshold of Runway 12. The commander considered that the height of the aircraft as it passed over the boundary fence was correct but the pilot under training thought he was too low and applied power for a go around. The aircraft nose pitched up and before the commander could take control the aircraft sank to the ground landing on the nose landing gear, which collapsed. The aircraft stopped after approximately 70 metres and both pilots left the aircraft through the normal exit.

The commander concluded that the pilot under supervision had not appreciated the degree of pitch up that would result from the application of go-around power and did not compensate by making a forward movement of the control column, which allowed the aircraft to stall.