

Aircraft type and registration: Cessna 402B G-BLTI (light twin engined fixed wing aircraft)

Year of Manufacture:

Date and time (GMT): 27 March 1985 at 1850 hrs

Location: East Midlands Airport

Type of flight: Private (business)

Persons on board: Crew — 1 Passengers — 4

Injuries: Crew — None Passengers — None

Nature of damage: Substantial

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 36 years

Commander's total flying experience: 2680 hours (of which 50 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and an engineering examination by AIB.

After an uneventful flight the pilot carried out the landing checks and made an approach for a landing on runway 27. The surface wind at the time was 330° at 7 kt. The approach was normal and the three green landing gear down and locked lights were illuminated. At touchdown the aircraft was aligned with the runway, slightly left wing low and had a small amount of drift to the left. The landing was described as firm but not heavy. Approximately 2 to 3 seconds after landing the left main landing gear collapsed. The aircraft veered sharply to the left, and the left wing tip and propeller contacted the ground. The aircraft came to rest some 15 or 20 feet to the left of the runway where the passengers were evacuated without injury.

Examination of the left landing gear (Fig 1) showed that the eye-end of the lock link had fractured, the bellcrank pivot bolt had sheared, and the forward pivot bolt attachment lug had fractured. Metallurgical examination of the fractures showed no evidence of a pre-accident failure or fatigue.

The landing gear mechanism was re-assembled using a new pivot bolt and eye-end and the lock link adjusted to the pre-accident setting. The landing gear was cycled a number of times and no fault was found. During the examination of the landing gear mechanism it was noted that the pivot points of the upper and lower side links of the left landing gear had a lot more play than those of the right landing gear.

Inspection of the maintenance records for the aircraft showed that the landing gear mechanism was inspected and lubricated during a 100 hour check the day prior to the accident and the rigging checked 11 months 152 flying hours prior to the accident.

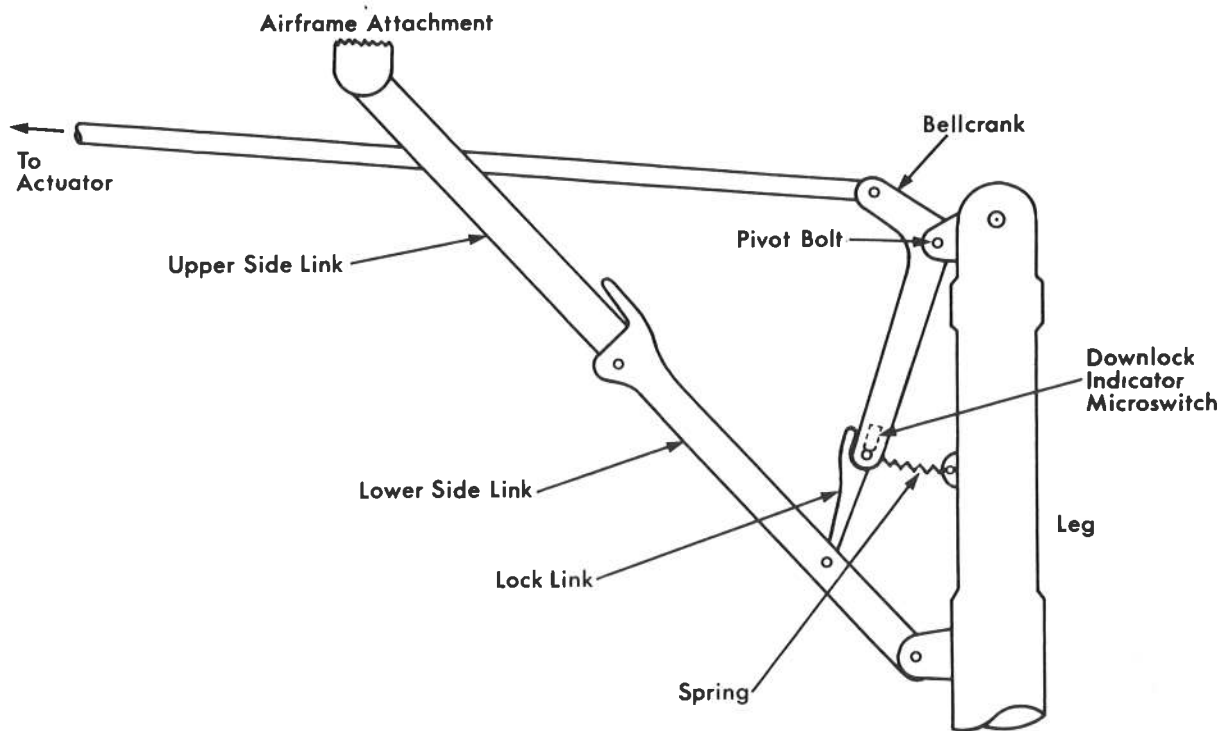


Fig.1 Main Landing Gear Schematic