

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Lancair 320, G-PJMT	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-320-D1B piston engine	
<b>Year of Manufacture:</b>	1998 (Serial no: PFA 191-12348)	
<b>Date &amp; Time (UTC):</b>	9 June 2013 at 1412 hrs	
<b>Location:</b>	Exeter Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to main landing gear, left aileron, left flap and rudder	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	Approx 25,000 hours (of which 440 were on type) Last 90 days - 16 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The left main landing gear leg collapsed after a normal landing. The upper attachment point for the left main gear over-centre link had failed and further investigation on this part is being carried out by the Light Aircraft Association.

**History of the flight**

The aircraft touched down normally at Exeter and the pilot allowed the aircraft to decelerate without applying the brakes. He then discovered that he needed full right rudder and steady right brake to keep the aircraft tracking straight. Eventually it was apparent that the aircraft would depart the left side of the runway so he selected the mixture to 'idle cutoff' and switched off the

ignition. The aircraft came to rest in long grass about 10 to 15 m from the runway's edge. The pilot completed his shutdown checks and vacated the aircraft with his passenger.

**Aircraft examination**

The aircraft had come to rest on its left wing with its left main gear collapsed and the right gear partially collapsed. The nose gear extension was normal. Scrape marks on the runway and on the base of the rudder and under the left brake unit revealed that the left main landing gear leg had collapsed before the aircraft ran onto the grass. The left main gear over-centre link had failed at its upper attachment point and this part was

sent to the Light Aircraft Association (LAA) for further examination.

The LAA has stated that the failure appeared to have originated from a drilling designed to hold a microswitch-operating roll pin. The part was different

from the design drawing in that it was fitted with a male rod end bearing, while the drawing shows a female rod end bearing – this would have affected the part's fore/aft strength. The LAA is investigating this failure with the assistance of the aircraft kit manufacturer.