

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Tri Kis, G-BVTA	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-240-E piston engine	
<b>Category:</b>	1.3	
<b>Year of Manufacture:</b>	1996	
<b>Date &amp; Time (UTC):</b>	17 July 2005 at 1100 hrs	
<b>Location:</b>	Dunkeswell, Devon	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to fuselage and undercarriage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	345 hours (of which 73 were on type) Last 90 days - 6 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The main undercarriage collapsed following a slightly firm landing.

damage to the aircraft was assessed as minor. The pilot assessed the weather at the time as good with a wind velocity of 210°/5 kt.

**History of the flight**

The pilot reported that following a normal approach to Runway 23, the aircraft made a slightly firm landing with a small bounce. After the aircraft had taxied for approximately 50 yards, the main undercarriage collapsed rearwards and the aircraft came to a stop in a nose up position. The failure of the undercarriage was caused by the two forward undercarriage securing bolts and washers pulling through the fibreglass structure. The

The pilot, who built the aircraft from a kit imported from the USA, confirmed that the assembly of the undercarriage conformed to the designer's plans. Since the accident the pilot has submitted a modification request to the Popular Flying Association to strengthen the area of the fuselage to which the undercarriage is attached.