

Aircraft Type and Registration:	Cessna 310Q, G-EGEE	
No & Type of Engines:	2 Continental IO-470-VO piston engines	
Year of Manufacture:	1969	
Date & Time (UTC):	18 May 1994 at 1406 hrs	
Location:	Norwich Airport, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left main landing gear, left wingtip under surface and aileron, dorsal fin, left tailplane and elevator, left propeller and engine	
Commander's Licence:	Private Pilot's Licence with IMC and Night Ratings	
Commander's Age:	44 years	
Commander's Flying Experience:	2,609 hours (of which 560 were on type) Last 90 days - 3 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and inspection by the AAIB	

Following inspections and an air test for its Certificate of Airworthiness (C of A) renewal, the aircraft was being flown from Shipdham to Norwich for a 'compass swing', also part of the C of A renewal. The pilot reports seeing 'three greens' on the approach to Norwich but after an uneventful touchdown on Runway 04 the left main landing gear collapsed.

Inspection of the left main landing gear revealed failures of the bellcrank pivot bolt, one of the bellcrank pivot bolt lugs and the side brace lock link on the threaded portion of the eye-end (see Fig 1). Examination of the fractures indicated that all of the failures had resulted from overload and no evidence of any pre-existing defect was found. The failures were consistent with the locking mechanism having been subjected to gear side loads on landing due to the upper and lower side braces not having been overcentred.

The downlock microswitch is activated to illuminate the gear down green light indication by the side brace lock link overcentring and this could occur with the side brace not overcentred if the landing gear were not correctly rigged. The component failures precluded a post-accident check of the left main gear rigging. The main landing gear rigging had not been disturbed as part of the C of A renewal and the last work on the main landing gear recorded in the aircraft log book took place in January 1991, approximately 300 flying hours before this accident.



MAIN LANDING GEAR SIDESTAY SCHEMATIC

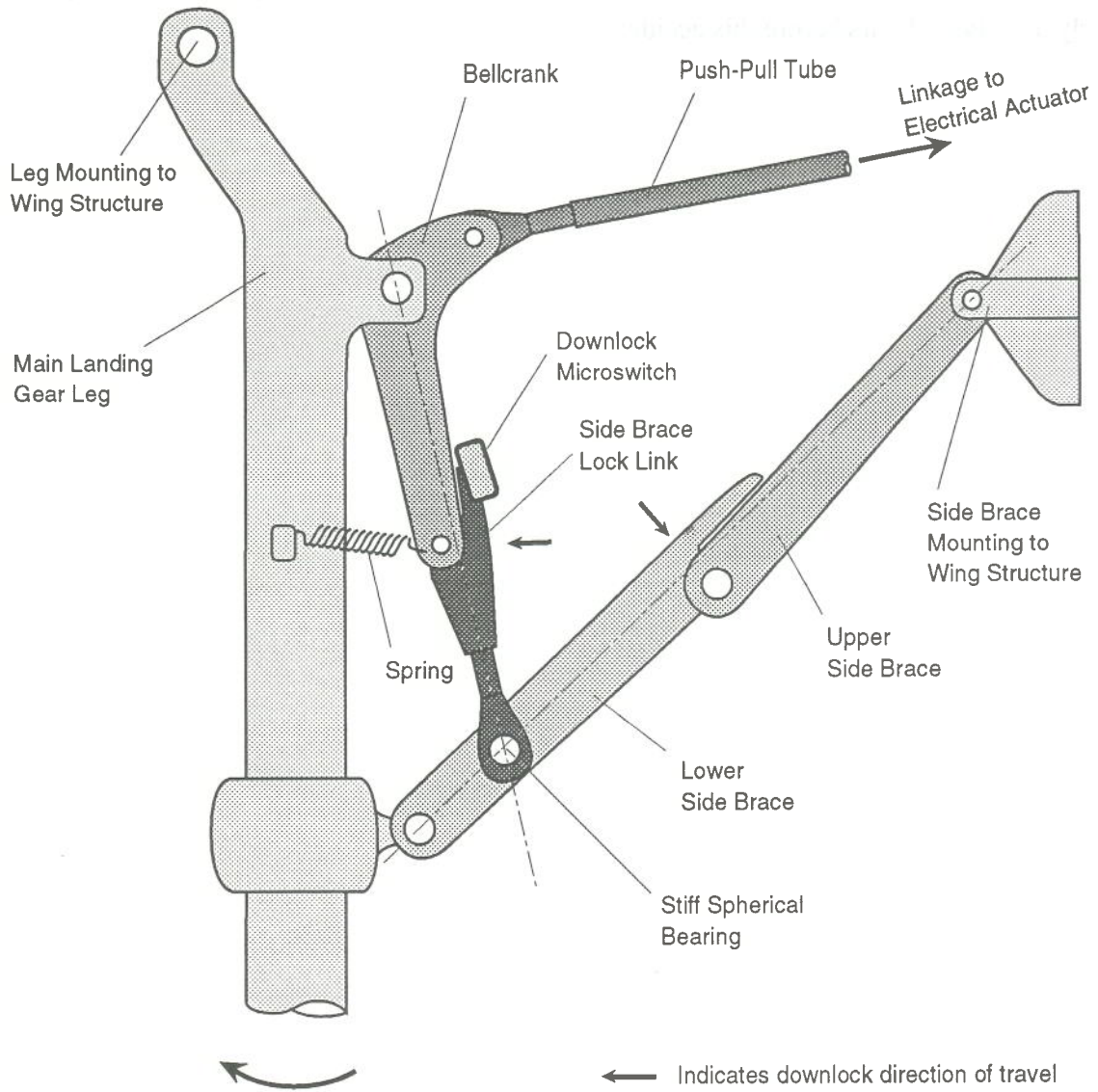


Fig 1